



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

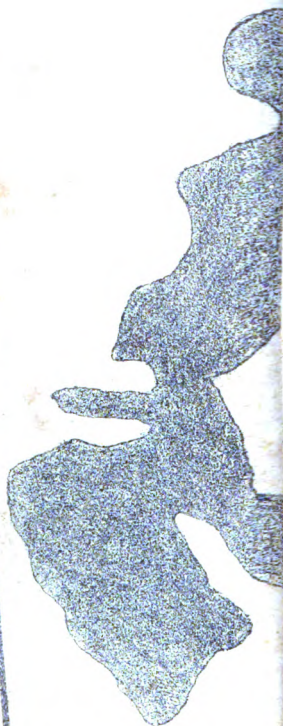
We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

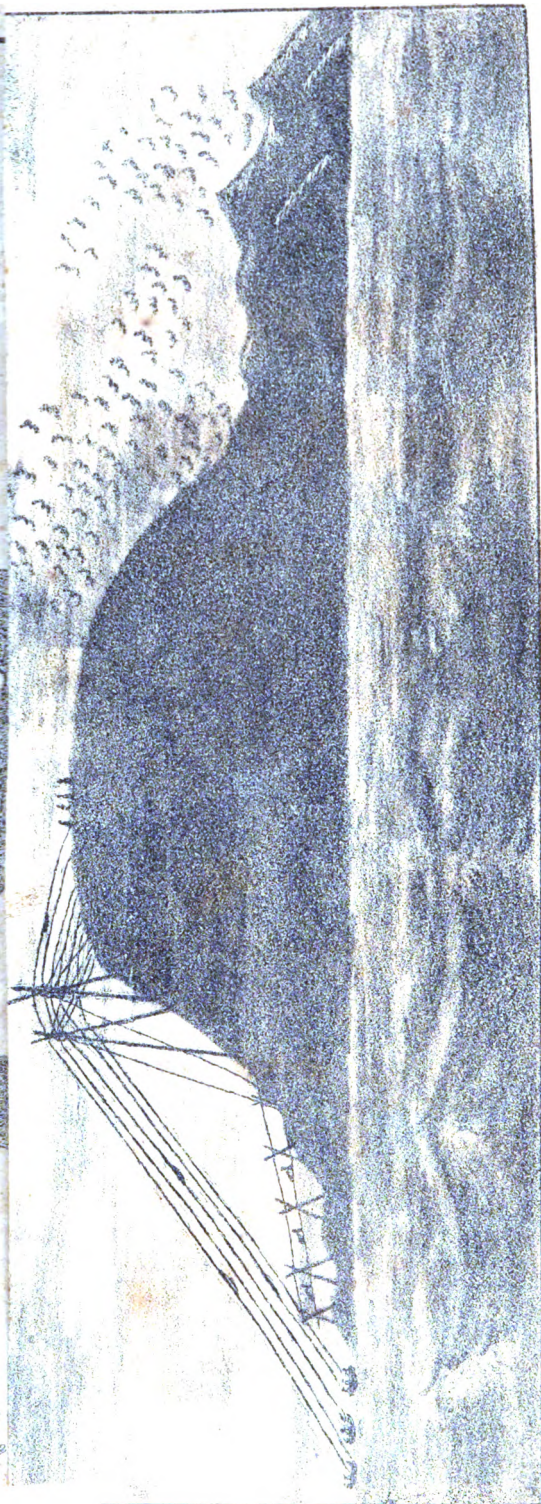
About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>





*The shaded part is
or damped by the*



*ICHABOE, AND THE MANNER OF LOADING GUANO
See Pages. 61. 87. 105 and 240.*

THE
SHIPOWNER'S AND SHIPMASTER'S
DIRECTORY
TO THE
FOREIGN PORT CHARGES

AT NEARLY 350 OF THE PRINCIPAL PORTS IN
ALL THE COUNTRIES IN THE WORLD;

TOGETHER WITH THE
SAILING DIRECTIONS, DEPTHS OF WATER,
DESCRIPTIONS OF THE PORTS,
Moneys, Weights, Measures, &c. &c. &c.

ALSO

THE LONDON PRINTED RATES OF FREIGHT,
TABLES OF THE PROPORTIONATE WEIGHTS OF GRAIN,
LIST OF THE SURVEYORS TO LLOYDS, AND TABLE OF FEES,
AND ALSO THE SURVEYORS TO THE LIVERPOOL REGISTER OF SHIPPING,
A CORRECT LIST OF THE PORTS WHERE SLIPS ARE ERCTED,
DESCRIPTION OF LLOYD'S CLASSIFICATION OF SHIPS,
TABLE OF THE BRITISH CONSULS' FEES,
&c. &c. &c.



Brought up to September, 1844.

BY JAMES DANIEL,

SHIP BROKER AND AGENT,

Author of "The Shipowner's and Shipmaster's DIRECTORY to the Port Charges of Great Britain and Ireland, and a number of the principal Foreign Ports."
Dated May, 1843.

LONDON:

MRS. JANET TAYLOR, 104, MINORIES.

LIVERPOOL: G. PHILIP, SOUTH CASTLE STREET.

NEWCASTLE: M. S. DODDS AND J. GAIL, QUAY-SIDE.

NEWPORT, MONMOUTHSHIRE: EDWARDS, ROGERS & CO.

CARDIFF: JOSEPH BROWN AND SON.

GLASGOW: IRVIN DOWAL, BROWN STREET.

ENTD. AT

1844.

STA. HALL.

P R E F A C E.

IN presenting to the public the following work, the Compiler may perhaps be permitted to state the circumstances in which it originated. In 1840, he published a work of a nautical and commercial nature, which was well received; and in February, 1842, the "Charges on Vessels at the principal Ports, Sub-Ports, and Creeks in Great Britain and Ireland," which, from the information it contained, and being the first work of the kind ever published, met with a fair sale; but circumstances, over which the Author had no control, deprived him of the work and copyright. By his friends and those who purchased it, as well as by some of the reviewers, a general wish was expressed that the Author should compile a more correct and enlarged work on the British Port Charges, and the Depths of Water at all the different places, embracing also the principal Foreign Ports. He accordingly published, in May, 1843, "The Shipowner's and Shipmaster's DIRECTORY to the Port Charges" of *all* the ports and places for loading and unloading vessels in Great Britain and Ireland, being in number about 550, and 100 Foreign Ports. This last work was nearly all disposed of in the course of fifteen months; and during the sale of which an anxiety was evinced for a work exclusively devoted to the Foreign Charges and another on the British Charges, both to be of a far more complete and comprehensive character; in consequence of which the Compiler now presents the following sheets on the FOREIGN PORTS to the public; and he shall endeavour to present a similar work on the British Charges when the Parliamentary return is made on the subject, a copy of which he has been kindly promised by Joseph Hume, Esq., M.P., the mover, when it is made to the House of Commons, which is expected to be early next session of Parliament.

In consequence of the rapid sale of the "DIRECTORY," the parties who purchased the unsold portion of the work entitled "*Charges on*

Vessels" are about to put it into the market with the addition of a few Foreign Ports, and at a reduced price ; but the Author begs to inform the public that he has had nothing to do with that edition since June 1842, and to warn them of its incorrectness, as, since the date of its publication, immense and important alterations have been made on the charges at most of the places therein mentioned.

Since May, 1843, the Author has devoted his almost undivided attention to the subject of which the present volume treats ; and he can confidently state that he has spared neither trouble or expense, nor has he left any available source of information unexamined, in order that this work should be of such a description as to merit the approbation of the public, as well as of those who were so kind as to express their favourable opinion of his former publications.

It may be stated that some slight omissions of unimportant matter may possibly be observed, owing to the difficulty of obtaining all the information the Author wished to give ; but it can be confidently stated that the present volume contains more information respecting the subjects of which it treats than is to be found in all the publications put together which have formerly appeared. On the importance of the subject, it is useless to say any thing, as Ship-owners and Shipmasters must be aware of it without the Author expatiating on the utility of the publication.

To the numerous and highly-respectable gentlemen who have contributed towards the present work, the Author is under deep obligations ; and he takes this opportunity of publicly returning them his warmest acknowledgments for the hearty and obliging manner in which they have rendered their assistance.

LONDON, Sept. 1844.

INDEX.

	Page.		Page.
AASGAARDSTRAND, see Norway	228	Batavia	136
Abbeville	50	Bengalese Ports	113
Abenrade	181	Berbice	70
Acapulco	76	Bergen (North)	99
Aden	196	Bay of Islands	52
Aggerhuys, see Norway	228	Bombay	100
Akarsa	52	Bordeaux	118
Albengo, see Sardinia	234	Borregarol, see Norway	228
Alexandria	42	Bosa, see Sardinia	233
Alghero, see Sardinia	233	Boston	37
Algiers	85	Boyd Town	130
Algoa Bay, same charges as		Brahilow	125
Cape Town	202 & 246	Brake, or Broke	97
Alicant	79	Brazils	77
Alten Hammerfest	8	Bremen	97
Altona	155	Bremerhaven	95
Amoy, see China	9	Brevig, see Norway	228
Amsterdam	84	Buenos Ayres	102
Ancona	82		
Antigua	53		
Antioco, St., see Sardinia	233		
Antonio, St. (Chili)	104	CADIZ	205
Antwerp	86	Caen	182
Apenrade	181	Cagliari	195
Archangel	216	Calais	244
Arendal	227	Calamata	208
Argostoli, see Ionian Isles	225	Calcutta	113
Arica	70	Callao	57
Ascension	222	Campeachy	60
Auckland	52	Candia	238
		Canea	238
		Canton, see China	9 & 52
BAHIA	94	Cape Haytien, see St. Domingo,	47
Balize, see Honduras	150	Cardenas	157
Baltimore	102	Cape-Town (Cape of Good	
Bangkok	101	Hope)	202 & 246
Barbados	148	Carloforte, see Sardinia	233
Barcelona	97	Carlsand, or Carlsham	242
Barrestad, see Norway	228	Carlsrona, or Carlsroon	242
		Carthagena (Spain)	215

	Page.		Page.
Carthagen (New Grenada)	87	English Harbour, see Antigua	53
Castle Island Passage	221	Essequibo	74
Cephalonia	148		
Cerigo	148		
Ceylon	123		
Charente	53	FAHRSUND, see Norway	228
Charleston	98	Fairhaven, see Boston	38
China	9	Flensborg	189
Christiania	117	France	45
Christiansand	227	Frederickshall	226
Christiansound	227	Frederickstadt	227
Christianstadt, see Norway	228	Fuchow, see China	9
Christopher's, St.	147	Fultah, or Moyapore (Bengal)	113
Cobiya (now called Lamar)	126		
Colbert, see Stettin	211		
Columbo	123		
Concepcion	83		
Constantinople	135	GALACZ, or Galatz,	107
Copenhagen	110	Galle	134
Copiapo	87	Galveston	108
Coquimbo	80	Genoa, see Sardinia	233
Corfu	148	Ghent	245
Crete	238	Gibraltar	112 & 217
Cronstadt	231	Gloucester, see Boston	38
Crosei, see Sardinia	233	Gottenburg	223
Cuba	50	Griefswald	245
Culpee, see Bengal	113	Grimstedt, or Gronstadt, see	
Cuxhaven	239	Norway	228
		Guano Islands	61, 87, 105, & 240
DALHOUSIE	118		
Dantzic	132	HAFSLUND, see Norway	228
Demerara	80	Halifax	138
Diamond Harbour, see Bengal	113	Hamburgh	66
Dominica	221	Hammerfest	244
Domingo, St.	47	Havannah	138
Dort	104	Havre de Grace	184
Dram	128	Hayti	47
Drobak, see Norway	227	Helena, St.	220
Drontheim	226	Helsinburgh	246
Dunkirk	48	Hobart Town	197
		Holguin, see Havannah,	138
		Holmstadt, see Norway	228
		Holmstrand, see Norway	228
		Honduras	150
EAST RIES, see Norway	228	Honfleur	134
Elsineur	75	Huasco	101

INDEX.

v.

	Page.		Page.
IBRAILA	125	Lima	57
Ichaboe and Guano Islands, see pages	61, 87, 105, & 240	Lisbon	130
Ionian Islands	148	Longo Sardo, see Sardinia	233
Ithaca, see Ionian Isles	148	Longsound, see Norway	228
Iquique	225	Lubeck	242
JACMEL, same charges as Port- au-Prince,	183	MACAO	231
Jagua de Cuba, same as Cuba,	50	Madras	143
Jamaica	71	Malaga	121
Java, see Batavia	136	Malta	121
John's, St. (Antigua), same charges as English Harbour,	53	Mandal	227
John's, St. (N.B.)	191	Maddalena, see Sardinia	233
John's, St. (Newfoundland)	195	Manilla	135
KEDGEREE, see Bengal	113	Manzanilla, see Havannah	138
Kennebunk	168	Maranham	230
Kertsch	65	Marathonensis	208
Kiel	187	Marblehead, see Boston	38
Kingston (Jamaica)	71	Marseilles	140
Kitt's, St.	147	Massel Bay, same charges as Cape Town,	202 & 246
Konigsberg	139	Matanzas, see Havannah,	138
Krageroe, see Norway	228	Mauritius, see Port Louis	181
LAARVIG	227	Mazatlan	70
La Guayra	129	Melbourne (N. S. W.), see Sydney	193
Laguna de Terminos	51	Memel	119
Lamar, or Cobija	126	Messina	141
Landsrona	240	Miramichi	226
Launceston, see Van Dieman's Land	197	Mobile	212
Leghorn	125	Mocha	146 & 219
Les Cayes, same charges as Port-au-Prince,	183	Molde, see Norway	228
Lillesand, see Norway	228	Monte Video	146
		Montreal	81 & 226
		Moss	227
		Moyapore, or Fultah (Bengal)	113
		NANTES	149
		Naples	152
		Nauplia	208
		Navarino	208
		New Bedford, see Boston	38
		New Orleans	151
		New South Wales	193

	Page.		Page.
New York	54	QUEBEC	77
Nice, see Sardinia	234		
Ningpo	9 & 168		
Norway (small ports)	226 to 230		
Nuevitas, see Havannah,	139	RANGOON	222
		Retimo	238
OCHLANDSVOGEN, see Norway	228	Reval	246
Odessa	154	Riga	176
Oporto	158	Rio de Janeiro	163
Oran	159	Rio Grande, same charges as	
Oristano, see Sardinia	233	Rio de Janeiro	163
Orphano, St.	86	Ristigouchi	180
Ostend	142	Rostock	182
Osterouser, see Norway	228	Rotterdam	172
		Rouen	179
		Rügenwalde, see Stettin,	211
PALERMO, 156; and for charges		St. ANTIOCO, see Sardinia	233
see Naples, they being the		St. Antonio (Chili)	104
same	152	St. Catherine Island, same	
Paranagua	179	charges as Rio de Janeiro	163
Patras	207	St. Christophers	147
Paxo, see Ionian Isles	148	St. Domingo	47
Pernambuco	204	St. Helena	220
Petersburgh, St.	39	St. John's (Antigua)	53
Philadelphia	166	St. John's (Newfoundland)	195
Pictou	205	St. John's (New Brunswick)	191
Pillau	213	St. Kitts	147
Pirceus	208	St. Orphano	86
Point le Garde, see Ristigouchi	180	St. Petersburgh	39
Porsground, see Norway	227	St. Thomas	196
Port au Prince	183	St. Ubes, or Setubal	200
Port Beaufort, same charges as		St. Vincent	233
Cape Town,	202 & 246	Saldanha Bay, same charges	
Port Dalrymple, see Van Die-		as Cape Town	202 & 246
man's Land	197	Salem, see Boston	38
Port Elizabeth, same charges		Salonica	219
as Cape Town	202 & 246	Salthellan, see Norway	228
Port Louis	181	Samarang	160
Port Philip	230	San Luis	230
Port Jackson, see Sydney		Sanderhoe, see Norway	228
(New South Wales)	193	Sandesund, see Norway	228
Pugwash	241	Sandiford, see Norway	228
Pylos	208	Santa Maura, see Ionian Isles	148
		Santiago, see Havannah,	138
		Sardinia	233

INDEX.

vii.

	Page.		Page.
Sarrabus, see Sardinia	233	Trapani	214
Saugor, see Bengal	113	Travemünde, see Lubeck	243
Savannah	207	Trebisond	228
Savona, see Sardinia	234	Trieste	36 & 58
Schien, see Norway	228	Trincomalee	118
Setubal	200	Trinidad	69
Shanghai	9	Trinidad de Cuba, see Havana,	138
Simon's Bay, same charges as Cape Town	202 & 246	Tromsø, see Norway	228
Singapore	63	Trondhjem	226
Siniscola, see Sardinia	233	Tuto-Corin	218
Smyrna	128	Tvedestrand, see Norway	228
Soon, see Norway	228		
Sourabaya	158	UBES, St.	200
Spezzia	234		
Spinalonga	238	VALDIVIA	94
Stavanger, see Norway	228	Valetta, see Malta	121
Steege	53	Van Dieman's Land	197
Stettin	210	Valparaiso	83
Stockholm	124 & 160	Venice	200
Stöplemünde, see Stettin	210	Villa Franca, see Sardinia	234
Stralsund, see Stettin	210	Villa Nova de Portimao	71
Suda	238	Vincent, St.	233
Swinemünde	214		
Sydney (Breton Island)	195	WADSOE, see Norway	228
Sydney (New South Wales)	193	Wardoe, see Norway	228
Syra	190	Western Port, see Sydney	193
		Whampoa, see China	9 & 52
TABLE BAY, same charges as Cape Town	202 & 246	Wismar	187
Taganrog	191	Wolgast	242
Talcahuano	85	Woosung, see China	9
Tasmania, or V. Dieman's Land	197		
Tobago	157	ZANTE	148
Tonsberg	223		
Torres, see Sardinia	232		

D I R E C T O R Y
TO THE
P O R T C H A R G E S , W E I G H T S , A N D M O N E Y S ,
AT THE
P R I N C I P A L F O R E I G N P O R T S .

C H I N A .

By virtue of the Commercial Treaty concluded with the Emperor of China, the following are the Regulations of Trade agreed upon between the two governments :—

GENERAL REGULATIONS UNDER WHICH THE BRITISH TRADE IS TO BE CONDUCTED AT CANTON, AMOY, NINGPO, FUCHOW, AND SHANGHAI, OR WOOSUNG.

I. *Pilots*.—Whenever a British merchantman shall arrive off any of the five ports opened to trade, viz., Canton, Fuchow, Amoy, Ningpo, or Shanghai, pilots shall be allowed to take her immediately into port ; and, in like manner, when such British ship shall have settled all legal duties and charges, and is about to return home, pilots shall be immediately granted to take her out to sea, without any stoppage or delay.

Regarding the remuneration to be given to these pilots, that will be equitably settled by the British consul appointed to each particular port, who will determine it with due reference to the distance gone over, the risk run, &c.

II. *Custom-house Guards*.—The Chinese superintendent of customs at each port will adopt the means that he may judge most proper to prevent the revenue suffering by fraud or smuggling. Whenever the pilot shall have brought any British merchantman into port, the superintendent of customs will depute one or two trusty custom-house officers, whose duty it will be to watch against frauds on the revenue. These will either live in a boat of their own or stay on board the English ship, as may best suit their convenience. Their food and expenses will be supplied them from day to day from the custom-house, and they may not exact any fees whatever from either commander or consignee. Should they violate this regulation, they shall be punished proportionately to the amount so exacted.

III. *Masters of Ships reporting themselves on arrival*.—Whenever a British vessel shall have cast anchor at any one of the above-mentioned ports, the captain will, within twenty-four hours after his arrival, proceed to the British consulate, and deposit his ship's papers, bills of lading,

manifest, &c., in the hands of the consul ; failing to do which, he will subject himself to a penalty of two hundred dollars. For presenting a false manifest, the penalty will be five hundred dollars. For breaking bulk and commencing to discharge before due permission shall be obtained, the penalty will be five hundred dollars, and confiscation of the goods so discharged. The consul, having taken possession of the ship's papers, will immediately send a written communication to the superintendent of customs, specifying the register tonnage of the ship and the particulars of the cargo she has on board ; all of which being done in due form, permission will then be given to discharge, and the duties levied as provided for in the tariff.

IV. Commercial Dealings between English and Chinese Merchants.—It having been stipulated that English merchants may trade with whatever merchants they please, should any Chinese merchant fraudulently abscond or incur debts which he is unable to discharge, the Chinese authorities, upon complaint being made thereof, will, of course, do their utmost to bring the offender to justice. It must, however, be distinctly understood, that if the defaulter really cannot be found, or be dead, or bankrupt, and there be not wherewithal to pay, the English merchants may not appeal to the former custom of the Hong merchants paying for one another, and can no longer expect to have their losses made good to them.

V. Tonnage Dues.—Every English merchantman, on entering any one of the above-mentioned five ports, shall pay tonnage dues at the rate of five mace per register ton in full of all charges. The fees formerly levied on entry and departure of every description are henceforth abolished.

VI. Import and Export Duties.—Goods, whether imported into or exported from any one of the above-mentioned five ports, are henceforth to be taxed according to the tariff as now fixed and agreed upon, and no further sums are to be levied beyond those which are specified in the tariff. All duties incurred by an English merchant vessel, whether on goods imported or exported, or in the shape of tonnage dues, must first be paid up in full, which done, the superintendent of customs will grant a port clearance, and this being shewn to the British consul, he will thereupon return the ship's papers, and permit the vessel to depart.

VII. Examination of Goods at the Custom-house.—Every English merchant having cargo to load or discharge must give due intimation thereof, and hand particulars of the same to the consul, who will immediately despatch a recognized linguist of his own establishment to communicate the particulars to the superintendent of customs, that the goods may be duly examined, and neither party subjected to loss. The English merchant must also have a properly qualified person on the spot to attend to his interests when his goods are being examined for duty ; otherwise, should there be complaints, these cannot be attended to.

Regarding such goods as are subject by the tariff to an *ad valorem* duty, if the English merchants cannot agree with the Chinese officer in fixing a value, then each party shall call two or three merchants to look at the goods, and the highest price at which any of these merchants would be willing to purchase shall be assumed as the value of the goods. To fix the tare on any article, such as tea : if the English merchant cannot agree with the custom-house officer, then each party shall choose so many chests

out of every hundred, which being first weighed in gross, shall afterwards be tared, and the average tare upon these chests shall be assumed as the tare upon the whole, and upon this principle shall the tare be fixed upon all other goods in packages. If there should still be any disputed points which cannot be settled, the English merchant may appeal to the consul, who will communicate the particulars of the case to the superintendent of customs, that it may be equitably arranged; but the appeal must be made on the same day, or it will not be regarded. While such points are still open, the superintendent of customs will delay to insert the same in his books, thus affording an opportunity that the merits of the case may be duly tried and sifted.

VIII. *Manner of Paying the Duties.*—It is hereinbefore provided that every English vessel that enters any one of the five ports shall pay all duties and tonnage dues before she be permitted to depart. The superintendent of customs will select certain shroffs, or banking establishments, of known stability, to whom he will give licences, authorising them to receive duties from the English merchants on behalf of government, and the receipts of these shroffs for any money paid them shall be considered as a government voucher. In the paying of these duties, different kinds of foreign money may be made use of; but as foreign money is not of equal purity with sycee silver, the English consuls appointed to the different ports will, according to time, place, and circumstances, arrange with the superintendent of customs at each port what coins may be taken in payment, and what per centage may be necessary to make them equal to standard or pure silver.

IX. *Weights and Measures.*—Sets of balance yards for the weighing of goods, of money weights, and of measures, prepared in exact conformity to those hitherto in use at the custom-house of Canton, and duly stamped and sealed in proof thereof, will be kept in possession of the superintendent of customs, and also at the British consulate, at each of the five ports, and these shall be the standards by which all duties shall be charged and all sums paid to government. In case of any dispute arising between British merchants and the Chinese officers of customs regarding the weights or measures of goods, reference shall be made to these standards, and disputes decided accordingly.

X. *Lighters or Cargo-boats.*—Whenever an English merchant shall have to load or discharge cargo, he may hire whatever kind of lighter or cargo-boat he pleases, and the sum to be paid for such boat can be settled between the parties themselves without the interference of government. The number of these boats shall not be limited, nor shall a monopoly of them be granted to any parties. If any smuggling take place in them, the offenders will of course be punished according to law. Should any of these boat people, while engaged in conveying goods for English merchants, fraudulently abscond with the property, the Chinese authorities will do their best to apprehend them, but, at the same time, the English merchants must take every due precaution for the safety of their goods.

XI. *Transshipment of Goods.*—No English merchant ships may transship goods without special permission. Should any urgent case happen where transshipment is necessary, the circumstance must first be submitted to the consul, who will give a certificate to that effect, and the superin-

tendent of customs will then send a special officer to be present at the transshipment. If any one presumes to tranship without such permission being asked for and obtained, the whole of the goods so illicitly transhipped will be confiscated.

XII. *Subordinate Consular Officers.*—At any place selected for the anchorage of the English merchant ships, there may be appointed a subordinate consular officer of approved good conduct to exercise due control over the seamen and others. He must exert himself to prevent quarrels between the English seamen and natives, this being of the utmost importance. Should anything of the kind unfortunately take place, he will in like manner do his best to arrange it amicably. When sailors go on shore to walk, officers shall be required to accompany them, and should disturbances take place, such officers will be held responsible. The Chinese officers may not impede natives from coming alongside the ships to sell clothes or other necessities to the seamen living on board.

XIII. *Disputes between British Subjects and Chinese.*—Whenever a British subject has reason to complain of a Chinese, he must first proceed to the consulate and state his grievance. The consul will thereupon inquire into the merits of the case, and do his utmost to arrange it amicably. In like manner, if a Chinese have reason to complain of a British subject, he shall no less listen to his complaint, and endeavour to settle it in a friendly manner. If an English merchant have occasion to address the Chinese authorities, he shall send such address through the consul, who will see that the language is becoming, and, if otherwise, will direct it to be changed, or will refuse to convey the address. If unfortunately any disputes take place of such a nature that the consul cannot arrange them amicably, then he shall require the assistance of a Chinese officer, that they may together examine into the merits of the case, and decide it equitably. Regarding the punishment of English criminals, the English government will enact the laws necessary to attain that end, and the consul will be empowered to put them in force; and regarding the punishment of Chinese criminals, these will be tried and punished by their own laws, in the way provided for by the correspondence which took place at Nanking after the concluding of the peace.

XIV. *British Government Cruizers anchoring within the Ports.*—An English government cruizer will anchor within each of the five ports, that the consul may have the means of better restraining sailors and others, and preventing disturbances. But these government cruizers are not to be put upon the same footing as merchant vessels, for as they bring no merchandize and do not come to trade, they will of course pay neither duties nor charges. The resident consul will keep the superintendent of customs duly informed of the arrival and departure of such government cruizers, that he may take his measures accordingly.

XV. *On the Security to be given for British Merchant Vessels.*—It has hitherto been the custom, when an English vessel entered the port of Canton, that a Chinese Hong merchant stood security for her, and all duties and charges were paid through such security merchant. But these security merchants being now done away with, it is understood that the British consul will henceforth be security for all British merchant ships entering any of the aforesaid Chinese ports.

ABSTRACT OF THE SUPPLEMENTARY TREATY BETWEEN THE QUEEN OF GREAT BRITAIN AND THE EMPEROR OF CHINA.

Article I. provides for the new tariff being in force at the five ports of Canton, Fuchow, Amoy, Ningpo, and Shanghai.

Art. II. provides for the general regulations of trade being in force at the aforesaid five ports.

Art. III. provides that all penalties or confiscations made under the third clause of the general regulations of trade shall belong to the government of China.

Art. IV. provides that British merchants shall be allowed only to trade at the five ports mentioned in Art. I.; that the British merchant ships shall not repair to any other ports or places in China; that if they do so in contravention of this article, the Chinese authorities shall be at liberty to seize and confiscate both vessel and cargo; and that all Chinese subjects discovered clandestinely trading with British merchants at any other ports or places in China shall be punished as the law in China may direct.

Art. V. provides for the fourth clause of the general regulations of trade being applicable to both parties.

Art. VI. provides that English merchants and others residing at or resorting to the five ports shall not go into the surrounding country beyond certain distances (to be fixed by the local authorities and consuls), and "on no pretence for purposes of traffic;" and that if any person, whatever his rank, station, or calling, disobey this article and "wander away into the country, he shall be seized and handed over to the British consul for suitable punishment."

Art. VII. provides for British subjects and their families residing, agreeably to the treaty of perpetual peace and friendship, at the different ports named in Article I., and for their being allowed to buy or rent ground or houses at fair and equitable rates, such as prevail "amongst the people, without exaction on either side. The ground and houses, so to be sold or rented, to be set apart by the local authorities in communication with the consuls."

Art. VIII. provides for all foreign countries whose subjects or citizens have hitherto traded at Canton, being admitted to the five ports named in Article I. on the same terms as England.

Article IX. provides for all Chinese criminals and offenders against the law, who may flee to Hong-kong, or to British ships of war, or to British merchantmen, for refuge, being "delivered, upon proof or admission of their guilt;" and for any sailor, soldier, or other person, whatever his caste or country, who is a subject of the Crown of England, and who may, from any cause or on any pretence, desert, fly, or escape into the Chinese territory, being seized and confined by Chinese authorities, and forthwith sent to the nearest consular or other British government officer.

Art. X. provides for a British ship of war being stationed at each of the five ports, "to insure good order and discipline amongst the crews of the merchant shipping, and to support the necessary authority of the consul over British subjects." The crews of such ship of war to be "carefully restrained by the officer commanding," and the rules regarding not straying into the country to be applicable to them, in the same manner as the crews

of merchant ships. The ships of war to be in no degree liable to port charges or any of the general regulations laid down for trade.

Art. XI. provides for the British forces being withdrawn from Chusan (Tinghae), and Coolung-soo being restored to the Chinese government, agreeably to the treaty of perpetual peace and friendship, the moment all the moneys stipulated for in that treaty shall be paid; and "the British plenipotentiary distinctly and voluntarily agrees that all dwelling-houses, store-houses, barracks, and other buildings, that the British troops or people may have occupied or intermediately built or repaired, shall be handed over, on the evacuation of the ports, exactly as they stand."

Art. XII. provides for the British plenipotentiary instructing the different consuls "to strictly watch over and carefully scrutinize the conduct of all persons, being British subjects, trading under their superintendence;" and in the event of any smuggling transactions coming to their knowledge, they are to apprise the Chinese authorities, "who will proceed to seize and confiscate all goods, whatever their value or nature, that may have been so smuggled;" and will likewise "be at liberty to prohibit the vessel from which the smuggled goods were landed from trading further, and to send her away as soon as her accounts are adjusted and paid." All Chinese subjects, whether custom-house officers or others, who may be discovered to be concerned in smuggling, are, by this article, to be punished as the Chinese authorities shall think fit.

Art. XIII. provides for all persons, whether natives of China or otherwise, conveying goods to Hong-kong for sale, on obtaining a pass or port-clearance from one of the five ports named in Article I. and paying the duties agreeably to the tariff on such goods. It also provides for natives of China repairing to Hong-kong to purchase goods, and for their obtaining a pass from the Custom-house of one of the five ports, should they require a Chinese vessel to carry away their purchases. These passes to be restored at the expiration of each trip.

Art. XIV. provides for an officer of the British Government examining the registers and passes of all Chinese vessels visiting Hong-kong to buy or sell goods; and for any vessel which may not have a register or pass, being "considered an unauthorised or smuggling vessel," and not being allowed to trade. "By this arrangement, it is to be hoped that piracy and illegal traffic will be effectually prevented."

Art. XV. provides for debts, incurred by Chinese dealers or merchants at Hong-kong, being recovered through the English courts of justice. Should the debtor fly from Hong-kong to the Chinese territory, and be known or found to have property, real or personal, the fourth clause of the general regulations will be applicable to the case, on application being made by the consul. In like manner, should a British merchant incur debts at any of the five ports, and fly to Hong-kong, the British authorities will, on receiving an application from the Chinese officers, institute an investigation into the claims, and, when established, oblige the defaulter or debtor to settle them, to the utmost of his means.

Art. XVI. provides for a monthly return of passes granted to Chinese vessels to visit Hong-kong, being furnished to the British officer referred to in Article XIV. by the hoppo of Canton, and for a similar return being made by the said officer.

Art. XVII., also termed "Additional Article," provides for all cutters, schooners, lorchas, and such small vessels that ply between Canton and Hong-kong, or between Canton and Macao, passing, as they have hitherto done, free of all port charges, if they only carry passengers, letters, or baggage; but if they carry any dutyable articles, however small the quantity, they are to pay tonnage dues at the rate of one mace per ton register. This article further provides for the smallest of such vessels being considered to be 75 tons burthen, and the largest 150 tons burthen, beyond which last size they are to be classed as foreign ships, and to be charged tonnage dues according to Article V. of the general regulations.

The following three rules were further laid down in this article, which is only applicable to the port of Canton, for the guidance of these small vessels:—

1st. Every British schooner, cutter, lorch, &c. shall have a sailing-letter or register, in Chinese and English, under the seal and signature of the chief superintendent of trade, describing her appearance, burthen, &c.

2d. Every schooner, cutter, lorch, and such vessels, shall report herself as large vessels are required to do at the Bocca Tigris; and when she carries cargo, she shall also report herself at Whampoa, and, on reaching Canton, deliver up her sailing-letter or register to the British consul, who will obtain permission from the hoppo for her to discharge her cargo, which she is not to do without such permission, under the forfeiture of the penalties laid down in the third clause of the general regulations.

3d. When the inward cargo is discharged and an outward one (if intended) taken on board, and the duties on both arranged and paid, the consul will restore the register or sailing-letter, and allow the vessel to depart.

REMARKS.

It is certain that the present regulations will require to be modified, for it is absurd to suppose that a vessel shall be made to pay port dues five or six times over within the space, perhaps, of two months: yet this is likely to be the case at present.

The new regulations for our trade in China appear calculated to insure us many advantages which we have not possessed at any period in our intercourse with the Chinese.

The harbour dues upon shipping at Whampoa were very oppressive to vessels of an inferior burthen; as the same amount was demanded upon all vessels, without reference to their size. This custom is put an end to, and a rate per ton is to be charged for the future. The restrictions which compelled a ship to deal with one of a few licensed chandlers for her harbour supplies are removed; competition may, therefore, effect a decrease in these expenses.

The arrangements made for the adjustment of disputes have been well considered; heretofore it has been difficult to obtain satisfaction in such cases, whether they were of a personal nature or merely differences arising out of minor transactions in dealing.

With regard to seamen permitted to go on shore, we find a very necessary recommendation. It is advised, that when sailors are permitted to leave their ships, some person should be made chargeable with their conduct. This precaution should be observed, especially at the four new ports. For the want of it in former times, very serious affairs occurred at Whampoa, even with the Lascar crews.

There is to be no monopoly in the supply of cargo-boats; but, with this freedom to hire, the mates of vessels will discover that a necessity will arise for very great vigilance both in loading and unloading. The agent, a merchant on shore, too, will find his occupation an arduous one, in the absence of the security which he formerly received in his transactions through the responsibility of the Hong merchants.

The rules laid down in relation to reporting on arrival—the transshipment of goods—breaking bulk—clearing for departure—paying duties—examining goods at custom-house—and with respect to weights and measures—promise to give facility to business, and to insure fair dealing. The Chinese, however, will need a little time and practice to acquire a complete knowledge of the “new fashion.” An abuse of the Chinese revenue laws has more than once had the effect of interrupting legitimate trade. To prevent the recurrence of this evil, as much as possible, for the future, a course is to be adopted to check smuggling, which may in some degree have the effect contemplated. Two revenue officers are to be appointed to each ship, and to be in attendance upon her the moment the pilot has brought her into port. To keep these custom-house officers faithful to their charge, they are to be paid and victualled by the Government. As to the means of existence, they will be made perfectly independent of the vessels which their duties will connect them with, and they are to be prohibited from taking fees from the commanders of ships and the consignees of goods. This is probably the best plan which could be instituted for the purpose—it is somewhat similar to one of our own preventive measures; but a Chinaman is so very fond of what he calls “a little cumshaw,” that he is not to be greatly depended upon as an incorruptible guardian of the revenue; it must not be expected that he will become altogether an “imperial dragon” in his watchfulness, because he is maintained at the charge of the emperor. A gift—a bribe, is with the generality of the Chinese a gratification not to be resisted. Moreover, our friends have an unfortunate predilection for opium—an appetite that will always be provided for, so long as large gain rewards the caterer; hence, that fair traffic may thrive, it will be the somewhat troublesome but imperative duty of the British functionaries, resident at the “cinque ports” of China, to discourage contraband adventures on every occasion. Our manufactures have yet to make their way in China, and through the channels now about to be opened, there is every cause to hope that in due season our commerce in that part of the world will be considerably increased. In looking forward, however, to profitable results from extended intercourse with the Chinese, it must not be forgotten that the issue to be desired may be seriously delayed by the riots and vagaries of sailors on shore—by breach of contracts—by want of faith in individuals—by evasion of the laws—and by disrespect for the native authorities.

To shew the extent of trade now opening up between this country and China, one export entry, per Patna, for Hong-kong, Richard Allison, exporter, was for 3,021,147 yards of cotton cloth, value £45,025. The value of the raw material of this shipment would be under £5,000. Date of entry, Liverpool, 19th March, 1844.

The exports of tea from Canton to Great Britain, for the year ending June 30, 1843, amounted to 40,000,000 lb black, and 7,727,746 lb green. Total, 47,727,746 lb.

EXPORT TARIFF.

	T.	M.	C.	C.
1. Alum, per 100 catties	0	1	0	0
2. Aniseed star, ditto	0	5	0	0
Ditto, oil of, ditto	5	0	0	0
3. Arsenic, ditto	0	7	5	0
4. Bangles (or glass armlets), ditto	0	5	0	0
5. Bamboo screens, and bamboo wares of all kinds, ditto	0	2	0	0
6. Brass leaf, ditto	1	5	0	0
7. Building materials, ditto	Duty free.			
8. Bone and horn ware, ditto	1	0	0	0
9. Camphor, ditto	1	5	0	0
10. Canes of all kinds, per 1000	0	5	0	0
11. Capoor cutchery, per 100 catties	0	3	0	0
12. Cassia, ditto	0	7	5	0
Ditto, buds, ditto	1	0	0	0
Ditto, oil, ditto	5	0	0	0
13. China root, ditto	0	2	0	0
14. China ware, all kinds, ditto	0	5	0	0
15. Clothes, ready-made, ditto	0	5	0	0
16. Copper ware, pewter, ditto, &c., ditto	0	5	0	0
17. Corals, or false coral, ditto	0	5	0	0
18. Crackers and fire-works of all kinds, ditto	0	7	5	0
19. Cubebs, ditto	1	5	0	0
20. Fans (as feather fans, &c.), ditto	1	0	0	0
21. Furniture of all kinds, ditto	0	2	0	0
22. Galingal, ditto	0	1	0	0
23. Gamboge, ditto	2	0	0	0
24. Glass and glass ware of all kinds, ditto	0	5	0	0
25. Glass beads, ditto	0	5	0	0
26. Glue (as fish glue, &c.), ditto	0	5	0	0
27. Grass cloths, all kinds, ditto	1	0	0	0
28. Hartall, ditto	0	5	0	0
29. Ivory ware, all kinds, ditto	5	0	0	0
30. Kittysols, or paper umbrellas, ditto	0	5	0	0
31. Lackered ware, all kinds, ditto	1	0	0	0
32. Lead (white lead), ditto	0	2	5	0
33. Lead (red lead), ditto	0	5	0	0
34. Marble slabs, ditto	0	2	0	0
35. Mats (straw, rattan, bamboo, &c.), ditto	0	2	0	0
36. Mother-o'-pearl ware, ditto	1	0	0	0
37. Musk, per catty	0	5	0	0
38. Nankeen and cotton cloth of all kinds, per 100 catties	1	0	0	0
39. Pictures, viz. large paintings, each	0	1	0	0
Rice paper pictures, per 100 pictures	0	1	0	0
40. Paper fans, per 100 catties	0	5	0	0
41. Paper of all kinds, ditto	0	5	0	0
42. Pearls (<i>i. e.</i> false pearls), ditto	0	5	0	0
43. Preserves and sweatmeats of all kinds, ditto	0	5	0	0

	r.	m.	c.	¢.
44. Rattan work of all kinds, per 100 catties	0	2	0	0
45. Rhubarb, ditto	1	0	0	0
46. Silk, raw, whether from Chekiang, Canton, or elsewhere, all kinds, per 100 catties	10	0	0	0
Coarse or refuse silk, ditto	2	5	0	0
Organzine, all kinds, ditto	10	0	0	0
Ribands, thread, &c., ditto	10	0	0	0
Silk piece goods of all kinds, as silks, satins, pongees, velvets, crapes, lustrings, &c., ditto	12	0	0	0
N.B. The additional duty of so much per piece, hitherto levied, to be henceforth abolished.				
47. Silk and cotton mixtures, silk and woollen mixtures, and goods of such classes, per 100 catties	3	0	0	0
48. Shoes and boots of leather, satin, or otherwise, ditto	0	2	0	0
49. Sandal-wood ware, ditto	1	0	0	0
50. Soy, ditto	0	4	0	0
51. Silver and gold ware ditto	10	0	0	0
52. Sugar, white and brown, ditto	0	2	5	0
53. Sugar candy, all kinds, ditto	0	3	5	0
54. Tinfoil, ditto	0	5	0	0
55. Tea, ditto	2	5	0	0
56. Tobacco of all kinds, ditto	0	2	0	0
57. Turmeric, ditto	0	2	0	0
58. Tortoiseshell ware, ditto	10	0	0	0
59. Trunks (of leather) ditto	0	2	0	0
60. Treasure, i. e. coin of all kinds	Free.			
61. Vermillion, per 100 catties	3	0	0	0

* * Articles unenumerated in this tariff to pay a duty of five per cent.

ad valorem.

IMPORTS.

1. Assafoetida, per 100 catties	1	0	0	0
2. Bees' wax, ditto	1	0	0	0
3. Betel nut, ditto	0	1	5	0
4. Bich de mar, 1st quality, or black, ditto	0	8	0	0
Ditto, 2d ditto, white,	0	2	0	0
5. Birds' nests, 1st ditto, cleaned, ditto	5	0	0	0
Ditto, 2d ditto, good middling, ditto	2	5	0	0
Ditto, 3d ditto, uncleaned, ditto	0	5	0	0
6. Camphor (Malay), 1st ditto, clean, per catty	1	0	0	0
Ditto, 2d ditto, refuse, ditto	0	5	0	0
7. Cloves, 1st ditto, picked, per 100 catties	1	5	0	0
Ditto, 2d ditto, mother, ditto	0	5	0	0
8. Clocks, watches, spy-glasses, all kinds of writing-desks, dressing-boxes, cutlery, perfumery, &c., 5 per cent. <i>ad valorem.</i>				
9. Canvas, 30 to 40 yards long, 24 to 31 inches wide, per piece,	0	1	5	0
10. Cochineal, per 100 catties	5	0	0	0
11. Cornelians, per 100 stones	0	5	0	0
Ditto Beads, per 100 catties	10	0	0	0

CHINA.

19

	T.	M.	C.	C.
12. Cotton, per 100 catties	0	4	0	0
13. Cotton manufactures, viz. :—				
Long cloths, white, 30 to 40 yards long, 30 to 36 inches wide, per piece	0	1	5	0
Cambrics and muslins, 20 to 24 yards long, 40 to 46 inches wide, per piece	0	1	5	0
Grey or unbleached cottons, viz., long cloths, domestics, &c., 30 to 40 yards long, 28 to 40 inches wide, ditto,	0	1	0	0
Grey twilled cottons, 30 to 40 yards long, 28 to 40 inches wide, ditto	0	1	0	0
Chintz and prints of all kinds, 20 to 30 yards long, 26 to 31 inches wide, ditto	0	2	0	0
Handkerchiefs under 1 yard square, each	0	0	1	0
Handkerchiefs above 1 yard square, ditto	0	0	1	5
Ginghams, pullicates, dyed cottons, velveteens, silk and cotton mixtures, woollen and cotton mixtures, and all kinds of fancy goods not in current consumption, 5 per cent. <i>ad valorem</i> .				
14. Cotton yarn and cotton thread, per 100 catties	1	0	0	0
15. Cow bezoar, per catty	1	0	0	0
16. Cutch, per 100 catties	0	3	0	0
17. Elephants' teeth, 1st quality, whole, ditto	4	0	0	0
—, 2d quality, ditto, broken	2	0	0	0
18. Fish maws, ditto	1	5	0	0
19. Flints, ditto	0	0	5	0
20. Glass, glass ware, and crystal ware of all kinds, 5 per cent. <i>ad valorem</i> .				
21. Gambier, per 100 catties	0	1	5	0
22. Ginseng, 1st quality, ditto	38	0	0	0
—, 2d ditto, or refuse, ditto	3	5	0	0
23. Gold and silver thread :—				
1st quality, or real, per catty	0	1	3	0
2d ditto, or imitation, ditto	0	0	3	0
24. Gums, Benjamin, per 100 catties	1	0	0	0
Olibanum, ditto	0	5	0	0
Myrrh, ditto	0	5	0	0
Gums unenumerated, 10 per cent. <i>ad valorem</i> .				
25. Horns, bullocks' and buffalos', per 100 catties	2	0	0	0
26. Horns, unicorns', or rhinoceros', ditto	3	0	0	0
27. Linen, fine, as Irish, or Scotch, 20 to 30 yards long, 29 to 5 inches wide, per piece	0	5	0	0
Coarse linen, as linen and cotton mixtures, silk and linen mixtures, &c. 5 per cent. <i>ad valorem</i> .				
28. Mace, or flour of nutmeg, per 100 catties	1	0	0	0
29. Mother of pearl shells, ditto	0	2	0	0
30. Metals, viz. —				
Copper, unmanufactured, as in pigs, ditto	1	0	0	0
Ditto, manufactured, as in sheets, rods, ditto	1	5	0	0
Iron, unmanufactured, as in pigs, ditto	0	1	0	0

	r.	m.	c.	c.
Iron, manufactured, as in bars, rods, &c., per 100 catties	0	1	5	0
Lead in pigs, or manufactured, ditto	0	4	0	0
Quicksilver, ditto	3	0	0	0
Steel, unmanufactured, ditto	0	4	0	0
Tin, ditto	1	0	0	0
Tin plates, ditto	0	4	0	0
Unenumerated metals, 10 per cent. <i>ad valorem</i> .				
31. Nutmegs, 1st quality, or cleaned, per 100 catties	2	0	0	0
—, 2d ditto, or uncleaned, ditto	1	0	0	0
32. Pepper, ditto	0	4	0	0
33. Putchuck, ditto	0	7	5	0
34. Rattans, ditto	0	2	0	0
35. Rice, paddy, and grain of all kinds	Duty free.			
36. Rose malose, per 100 catties	1	0	0	0
37. Saltpetre (to be sold to Government agents only), ditto	0	3	0	0
38. Sharks' fins, 1st quality, or white, ditto	1	0	0	0
— 2d quality, or black, ditto	0	5	0	0
39. Skins and furs, viz. :—				
Cow and ox hides, tanned and untanned	0	5	0	0
Sea otter skins, each	0	1	5	0
Fox skins, large, each	0	1	5	0
Ditto, small, each	0	0	7	5
Tiger, leopard, and marten skins, each	0	1	5	0
Land otter, racoon, and sharks' skins, per 100	2	0	0	0
Beaver skins, ditto	5	0	0	0
Hare, rabbit, and ermine, ditto	0	5	0	0
40. Smalts, per 100 catties	4	0	0	0
41. Soap, ditto	0	5	0	0
42. Stock fish, &c.	0	4	0	0
43. Seahorse teeth	2	0	0	0
44. Treasure and money of all kinds, free.				
45. Wine, beer, spirits, &c.				
In quart bottles, per 100 bottles	1	0	0	0
In pint ditto	0	5	0	0
In cask, per 100 catties	0	5	0	0
46. Woods, namely—				
Ebony, ditto	0	1	5	0
Sandal wood, ditto	0	5	0	0
Japan wood, ditto	0	1	0	0
Unenumerated woods, 10 per cent. <i>ad valorem</i> .				
47. Woollen manufactures, viz., broad cloths, Spanish stripes, habit cloth, &c. 51 to 64 inches wide, per chang of 141 inches	0	1	5	0
Long ells, kerseymeres, flannel, and narrow cloths of this description, ditto	0	0	7	0
Blankets of all kinds, each	0	1	0	0
Dutch camlets, per chang of 141 inches	0	1	5	0
Camlets, ditto	0	0	7	0
Imitation ditto, bombazettes, &c., ditto	0	0	3	5
Bunting (narrow), ditto	0	0	1	5

Unenumerated woollen goods, or silk and woollen, and cotton and woollen mixtures, &c., 5 per cent. *ad valorem*.

48. Woollen yarn, per 100 catties 3 0 0 0

N.B. All articles unenumerated in this tariff 5 per cent. *ad valorem*.

With reference to the tariff, it may be useful to explain that T. M. C. C. (the letters which head the columns of duty) mean tael, mace, candarine, and cash—a tael being 1 dollar 209 cash; 10 mace, 1 dollar; 10 candarines, 1 mace; 10 cash, 1 candarine; 1,000 cash, 1 tael.

There is but one kind of money made in China, and that is called cash, which is not coined, but cast, and is only used for small payments. It is composed of six parts of copper and four parts of lead. It is round, marked on one side, and rather raised at the edges, with a square hole in the middle. These pieces are commonly carried, like beads, on a string or wire. A tael of fine silver should be worth 1,000 cash; but, on account of their convenience for common use, their price is sometimes so much raised that only 750 cash are given for a tael. Foreign coins, however, circulate in China, particularly Spanish dollars, and for small change they are cut into very exact proportions, but afterwards weighed, for which purpose merchants generally carry scales, called datchin, made somewhat after the plan of the English steelyards. The tael is reckoned at 6s. 8d. sterling in the books of the East India Company, but its value varies, and it is generally computed according to the price per ounce paid for Spanish dollars in London. The tables given for this proportional value may be calculated in pence sterling by the multiplier 1,208. Thus, if the price of the Spanish dollar be 60 pence per ounce, the value of the tael will be $6 \times 1,208 = 7,248$ pence; if at 66, the value of the tael will be 79,728 pence; and for any other price in the same proportion.

The fineness of gold and silver is expressed by dividing the weight into 100 parts, called toques, or touch, similar to the modern practice of France. Thus, if an ingot be 93 touch, it is understood to contain 7 parts of alloy and 93 of pure metal, making in all 100.

The fineness of the precious metals, expressed in these decimal productions, may be converted into the English mode by the following analogies: Suppose gold is 91.66 touch; say, as 100 : 91.66 :: 12 : 11 the standard, and *vice versa*; and to convert standard silver into touch, say, as 240 : 222 :: 100 : 92.5 the touch of sterling silver. Pure gold or silver, without alloy, is called by the Chinese sycee; and sometimes, when of less purity, the metal is accepted as sycee.

Silver ingots are used as money, and weigh from $\frac{1}{2}$ to 100 taels, their value being determined by weight. These ingots are of the best sort of silver, that is, about 94 touch. The Chinese revenue is paid in ingots of silver, more or less pure; but adulteration in this case is looked upon and treated as a crime. Each city or district periodically sends in its quota of taxes in ingots, stamped with the name or district; and woe to the detected adulterator!

Gold is not considered as money, but as merchandize; it is sold in regular ingots of a determined weight, which the English call shoes of gold; the largest of these weigh 10 taels each, and the gold is reckoned 94 touch, though it may be only 92 or 93.

Gold and silver are weighed by the catty of 16 taels; the tael is divided into 10 mace, 100 candarines, or 1,000 cash. 100 taels are reckoned to weigh 120 ounces 16 pennyweights troy, which make the tael equal to 579.8 English grains, or 37,566 grammes.

The principal weights for merchandize are the pecul, the catty, and the tael; the pecul being divided into 100 catties, or 1,600 taels.

	lb.	oz.	dr.	
1 Tael weighs, avoirdupois,.....	0	1...5,333	=1	1-3 oz.
16 Taels, or 1 catty,.....	1	5...5,333	=1-3 lb.	
100 catties, or 1 pecul,.....	133	5...5,333	=1,333	1-3 lb.

Hence the pecul weighs 60,472 kilogrammes, or 162lb. 8 dwt. 13 gr. troy.

The above weights are sometimes otherwise denominated, especially by the natives. Thus, the catty is called gin, the tael lyang, the mace tchen, the candarine twen, and the cash lis.

There are no commercial dry measures in China, as all dry goods and liquids are sold by weight. In delivering a cargo, English weights are used, and afterwards turned into Chinese peculs and catties.

The long measure used in China is the covid or cobre; it is divided into 10 punts, and is equal to 0,3713 metres, or 14,625 English inches. The Chinese have four different measures answering to the foot, viz. :—

	Metre.	Eng. In.
The foot of the mathematical tribunal,.....	0,333	=13,125
The builders' foot, called kongpu,.....	0,3228	=12,7
The tailors' and tradesmen's foot,.....	0,3383	=13,33
The foot used by engineers,.....	0,3211	=12,65

The li contains 180 fathoms, each 10 feet of the last-mentioned length; therefore the li=1,897½ English feet; and 192½ lis measure a main degree of the meridian nearly; but European missionaries in China have divided the degree into 200 lis, each li making 826 English feet, which gives the degree 69,166 English miles, or 11,131 French myriametres.

The Chinese are the only commercial nation in the world without a regular coinage or commercial dry measure. Almost the whole of their usages and customs, indeed, are just the reverse of European usages and customs.

The following moneys are respectively equal to 100 taels weight of sycee :—

	T.	M.	C.	C.		T.	M.	C.	C.
Rupees, weighing...	109	7	9	0	Bolivian Dollars, ...	112	1	5	0
Peruvian Dollars,...	111	4	5	5	Chilian do. ...	112	5	2	0
Mexican do. ...	111	9	0	0	Chopped do. ...	113	2	0	7

The above per centage, with ½ per cent. difference between hoppos' and shroffs' weights, and ½ per cent. for refining, must be added to the scale of duties in the new tariff.

EXTRACT FROM A PRIVATE LETTER.

“MACAO, July 26, 1843.—You will be glad to learn by the present conveyance the exchange of the ratification of the treaty, which took place at Hong-kong on the 26th ult., and also the subsequent arrangement of the tariff and regulations for British trade to go into effect at Canton on the 27th instant. On some articles of import the duty has been considerably reduced, for instance, including present consoo charges, on woollen cloths,

from about 27 cents to about $5\frac{1}{2}$ cents per yard. Long ells from 2f. 25c. to about 60 cents per piece. Camblets 14f. to about 1f. 40c. per piece. On white cotton cloth, from an average of $92\frac{1}{2}$ cents to about 21 cents per piece. On grey twills, from 47 to 14 cents per piece. On grey shirtings, from 29 to 14 cents per piece. On chintz or prints, from 2f. to 28c. per piece. On cotton yarn the difference is trifling. On cotton, the duty, exclusive of consoo charges, is about the same as at present. On teas, the new rate of imperial duty is $2\frac{1}{2}$ taels per picul, against 2 at present, the consoo tax being taken off; the difference owing to difference of weights, &c. between the teamen's and the shipping off prices will be, duty included, $4\frac{1}{2}$ taels. On raw silk the reduction is about 50 per cent. without limit, as heretofore, to the quantity that may be shipped by any one vessel. The greatest change, however, is in the tonnage and port dues on vessels, which under the new system has been settled at the moderate rate of 5 mace, or about 70c. per register ton, a circumstance which will, no doubt, have a most beneficial effect, particularly for small vessels, and in many cases prevent the necessity of transshipments outside as heretofore."

**THE CHINESE TARIFF REDUCED TO ENGLISH WEIGHTS, MEASURES,
AND MONEYS, FOR THE USE OF BRITISH MERCHANTS.**

The definition and determination of the Chinese tael is expressed in several different ways. 1st. It has been generally in England taken to be one-third of the pound sterling, or 6s. 8d., or 80 pence, making the mace its tenth and the candarine its 100th part, 8-10ths of a penny. This simple relation to our money would be a great advantage to English merchants if it were fully established, but some, as Beawes, make the candarine $\frac{2}{3}$ d., reducing the tael to 6s. 3d. 2d. It is now, however, for the most part compared with the Spanish dollar. Thus, the latest, and perhaps the highest authority, that of Mr. Pope, in the Yearly Journal of Trade for 1843, states 72 taels to be equivalent to 100 dollars. The Spanish dollar is commonly estimated at 4s. 6d., but her Majesty's proclamation (Yearly Journal of Trade, 1840, p. 391), issued for the West Indies, makes it equivalent to 4s. 2d. The tael, therefore, will be 6s. 3d. if we take the former, and 5s. $2\frac{1}{2}$ d. if the latter, for our guide. 3d. It was originally compared with the Chinese silver coin called mace, and their copper coin called cash, but the mace has been long disused; 1000 cash were once equivalent to one tael, but the depreciation of these coins by deterioration of the metal and reduction of their weight, so amply illustrated in the highly interesting and most authentic work of Mr. Davis, has now rendered the tael equal to a much greater number of cash. By Sir H. Pottinger's Hong-kong proclamation of the 29th of March, 1842, 1200 of them are declared equal to one dollar. In weight I have found them vary from about 35 grains troy to twice as much. Du Haldi says that the French sou is equivalent to the 100th part of the tael, that is to the candarine, and also that it is equal to 6 cash, instead of 10. 4th. The Chinese tael is a weight, and has its value expressed by European weights, either avoirdupois or troy, and this is the truest mode of determining its equivalent in fine silver, seeing that the references to English money do not agree, that dollars differ materially in value, and that the Chinese cash are still more different from each other in their weight and quality. Messrs. Gordon and Crawford, in their admir-

able treatise upon Chinese commerce, give a table stating the tael as equal to 1 1-3 ounce avoirdupois, or 579.84 grains troy. These, unfortunately, do not agree neither, for 1 1-3 ounce avoirdupois contains 437.5 and 145.8 1-3 grains, or 583.3 1-3 grains troy, and not 579.84. Again, Beaves, in his "Lex Mercatoria," states that the tael was 1 ounce 2 drams, of course troy weight, which is 480 and 120, or 600 grains. The editor of "Mortimer's Commercial Dictionary," in his "Universal Commerce," p. 64, says 100 taels should weigh 120 oz. 10 dwts. troy, or 578.40 grs., or the single tael 578.4, which is less than any of the above. He says, also, that 100 Spanish dollars would weigh 88 oz. 13 dwts.; that is, 42,552 grs., of which, if we take the 72d part, according to Mr. Pope, the tael comes out 591 grains. Now, 16 taels make a catty, and 100 catties a pecul; all authorities, I believe, concur in making the pecul 133 1-3 lb. avoirdupois, or the catty 1 1-3 lb., for which reason I prefer taking the tael as 1 1-3 oz., or 583 1-3 grains. The English crown piece, or 5s., is so nearly an avoirdupois ounce, that if we could make this the standard, the tael would come out as at first, 5s. and 20d., or 6s. 8d., or 80d.; but in China all silver coin is taken as bullion, and the duties of course will be paid in bullion. The real value of the tael must, therefore, be sought in the market price of standard silver. This, at the present time, I find to be 4s. 11 $\frac{1}{4}$ d. per ounce troy, which is almost exactly 4s. 6d. the ounce avoirdupois, or 6s. the tael; and I have accordingly made this my standard in the following table, wherein I have reduced the tariff to English weights and moneys. I prefer this to taking the market price of the dollar, whether Mexican or Spanish, new or pillar, and using the multiplier 1.208, because I consider that the term "sycee" means "perfectly pure." This word I believe to be originally Chinese, although the characters used by the Chinese to express it do not indicate its proper etymology. I have no doubt that it was originally, in the orthoepy of Morrison, "tsuh sih," or "full quality;" but the characters commonly used for it mean "fine silk," expressive of what mineralogists would call it, "lustre satin."

EXPORTS.

	£	s.	D.
1. Alum, per cwt.	0	0	6
2. Aniseed star, ditto	0	2	6 $\frac{1}{4}$
Ditto, oil of, ditto	1	5	2 $\frac{1}{2}$
3. Arsenic, ditto	0	3	9 $\frac{1}{2}$
4. Bangles (or glass armlets), ditto	0	2	6 $\frac{1}{4}$
5. Bamboo screens, and bamboo wares of all kinds, ditto	0	1	0
6. Brass leaf, ditto	0	7	6 $\frac{3}{4}$
7. Building materials, ditto	Duty free.		
8. Bone and horn ware ditto	0	5	0 $\frac{1}{2}$
9. Camphor ditto	0	7	6 $\frac{3}{4}$
10. Canes of all kinds, per 1000	0	3	0
11. Capoor cutchery, per cwt.	2	1	10
12. Cassia, ditto	0	3	9 $\frac{1}{4}$
Ditto buds, ditto	0	5	0 $\frac{1}{2}$
Ditto oil, dito	1	5	2 $\frac{1}{2}$
13. China root, ditto	0	1	0

CHINA.

25

	£	s.	d.
14. China ware, all kinds, per cwt.	0	2	6 $\frac{1}{4}$
15. Clothes, ready made, ditto	0	2	6 $\frac{1}{4}$
16. Copper ware, pewter ware, &c., ditto	0	2	6 $\frac{1}{4}$
17. Corals, or false coral, ditto	0	2	6 $\frac{1}{4}$
18. Crackers and fire-works of all kinds, ditto	0	3	9 $\frac{1}{4}$
19. Cubebs, ditto	0	7	6 $\frac{1}{4}$
20. Fans (as feather fans, &c.), ditto	0	5	0 $\frac{1}{4}$
21. Furniture of all kinds, ditto	0	1	0
22. Galingal ditto	0	0	6
23. Gamboge, ditto	0	10	1
24. Glass and glass ware of all kinds, ditto	0	2	6 $\frac{1}{4}$
25. Glass beads, ditto	0	2	6 $\frac{1}{4}$
26. Glue (as fish glue, &c.), ditto	0	2	6 $\frac{1}{4}$
27. Grass cloths (all kinds), ditto	0	5	0 $\frac{1}{4}$
28. Hartall, ditto	0	2	6 $\frac{1}{4}$
29. Ivory ware (all kinds), ditto	1	5	2 $\frac{1}{4}$
30. Kittysols, or paper umbrellas, ditto	0	2	6 $\frac{1}{4}$
31. Lackered ware (all kinds), ditto	0	5	0 $\frac{1}{4}$
32. Lead (white lead), ditto	0	1	3
33. Lead (red lead), ditto	0	2	6 $\frac{1}{4}$
34. Marble slabs, ditto	0	1	0
35. Mats (straw, rattan, bamboo, &c.), ditto	0	1	0
36. Mother of pearl ware, ditto	0	5	0 $\frac{1}{4}$
37. Musk, per lb.	0	2	6 $\frac{1}{4}$
38. Nankeen and cotton cloth of all kinds, per cwt.	0	5	0 $\frac{1}{4}$
39. Pictures—viz. large paintings, each	0	0	7 $\frac{1}{4}$
40. Paper fans, per cwt,	0	2	6 $\frac{1}{4}$
41. Paper of all kinds, ditto	0	2	6 $\frac{1}{4}$
42. Pearls (<i>i. e.</i> false pearls), ditto	0	2	6 $\frac{1}{4}$
43. Preserves and sweetmeats of all kinds, ditto	0	2	6 $\frac{1}{4}$
44. Rattan work of all kinds, ditto	0	1	0
45. Rhubarb, ditto	0	5	0 $\frac{1}{4}$
46. Silk, raw, whether from Chekiang, Canton, or elsewhere, all kinds, per cwt.	2	10	4 $\frac{1}{4}$
Coarse or refuse of silk, ditto	0	12	7 $\frac{1}{4}$
Rice paper pictures, per 100	0	0	7 $\frac{1}{4}$
Organzine, all kinds, per cwt.	2	10	4 $\frac{1}{4}$
Ribands, thread, &c., ditto	2	10	4 $\frac{1}{4}$
Silk piece goods of all kinds, as silks, satins, pongees, velvets, crapes, lustrings, &c., ditto	3	0	5 $\frac{1}{4}$
N.B. The additional duty of so much per piece, hitherto levied, to be henceforth abolished.			
47. Silk and cotton mixtures, silk and woollen mixtures, and goods of such classes, ditto	0	15	1 $\frac{1}{4}$
48. Shoes and boots of leather, satin, or otherwise, ditto	0	1	0
49. Sandal wood ware, ditto	0	5	0 $\frac{1}{4}$
50. Soy, ditto	0	2	0 $\frac{1}{4}$
51. Silver and gold ware, ditto	2	10	4 $\frac{1}{4}$
52. Sugar (white and brown), ditto	0	1	3

53. Sugar candy, all kinds, per cwt.	...	...	...	...	...	...	0	1	9 $\frac{1}{4}$
54. Tinfoil, ditto	...	...	...	...	...	...	0	2	6 $\frac{1}{4}$
55. Tea, ditto	...	...	...	...	...	...	0	12	7 $\frac{1}{4}$
56. Tobacco of all kinds, ditto	...	...	...	...	...	...	0	1	0
57. Turmeric, ditto	...	...	...	...	...	...	0	1	0
58. Tortoiseshell ware, ditto	...	...	...	...	...	...	2	10	4 $\frac{3}{4}$
59. Trunks (of leather), ditto	..	...	...	...	...	...	0	1	0
60. Treasure, i. e. coin of all kinds	...	...	...	...	...	...	Free.		
61. Vermillion, per cwt.	...	...	...	...	...	...	0	15	1 $\frac{1}{2}$

* * Articles unenumerated in this tariff to pay a duty of 5 per cent. *ad valorem*.

IMPORTS.

1. Assafoetida, per cwt.	...	...	...	...	...	...	0	5	0 $\frac{1}{2}$
2. Bees' wax, ditto	...	...	...	...	...	...	0	5	0 $\frac{1}{2}$
3. Betel nut, ditto	...	...	...	...	...	...	0	0	9 $\frac{1}{4}$
4. Bich de mar, 1st quality, or black, ditto	...	...	...	...	...	...	0	4	0 $\frac{1}{2}$
Ditto 2d ditto, white	...	...	...	...	...	...	0	1	0
5. Birds' nests, 1st ditto, cleaned, ditto	...	...	...	...	...	...	1	5	2 $\frac{1}{2}$
Ditto 2d ditto, good middling, ditto	...	...	...	...	...	...	0	12	7 $\frac{1}{4}$
Ditto 3d ditto, uncleaned, ditto	...	...	...	...	...	...	0	2	6 $\frac{1}{4}$
6. Camphor (Malay), 1st ditto, clean, per lb.	...	...	...	...	...	...	0	5	0 $\frac{1}{2}$
Ditto 2d ditto, refuse ditto, per lb.	...	...	...	...	...	...	0	2	6 $\frac{1}{4}$
7. Cloves, 1st ditto, picked, per cwt.	...	...	...	...	...	...	0	7	6 $\frac{1}{4}$
Ditto, 2d ditto, mother ditto	...	...	...	...	...	...	0	2	6 $\frac{1}{4}$
8. Clocks, watches, spy-glasses, all kinds of writing desks, dressing-boxes, cutlery, perfumery, &c., 5 per cent. <i>ad valorem</i> .									
9. Canvas, 30 to 40 yards long, 24 to 31 inches wide, per piece	...	...	...	...	...	...	0	3	0
10. Cochineal, per cwt.	...	...	...	...	...	...	1	5	2 $\frac{1}{2}$
11. Cornelians, per 100 stones	...	...	...	...	...	...	0	3	0
Ditto beads, per cwt.	...	...	...	...	...	...	2	10	4 $\frac{3}{4}$
12. Cotton, ditto	...	...	...	...	...	...	0	2	0 $\frac{1}{4}$
13. Cotton manufactures, viz. :—									
Long cloths, white, 30 to 40 yards long, 30 to 36 inches wide, per piece	...	...	...	...	...	...	0	0	10 $\frac{3}{4}$
Cambrics and muslins, 20 to 24 yards long, 40 to 46 inches wide, ditto	...	...	...	...	...	...	0	0	10 $\frac{3}{4}$
Grey or unbleached cottons, viz., long cloths, domestics, &c., 30 to 40 yards long, 28 to 40 inches wide, ditto	...	...	...	...	...	...	0	0	7 $\frac{1}{4}$
Grey twilled cottons, 30 to 40 yards long, 28 to 40 inches wide, ditto	...	...	...	...	...	...	0	0	7 $\frac{1}{4}$
Chintz and prints of all kinds, 20 to 30 yards long, 26 to 31 inches wide, ditto	...	...	...	...	...	...	0	1	2 $\frac{1}{2}$
Handkerchiefs under 1 yard square, 72 each	...	...	...	...	...	...	0	0	0 $\frac{3}{4}$
Handkerchiefs above 1 yard square, 1.08 do.	...	...	...	...	...	...	0	0	1
Ginghams, pullicates, dyed cottons, velveteens, silk and cotton mixtures, woollen and cotton mixtures, and all kinds of fancy goods, not in current consumption, 5 per cent. <i>ad valorem</i> .									

27

Digitized by Google

39. Skins and furs, viz. :—									
	Cow and ox hides, tanned and untanned	...	...	...	...	0	3	0	
	Sea otter skins, each	...	...	...	...	0	0	10 $\frac{1}{2}$	
	Fox skins, large, each	...	...	...	...	0	0	10 $\frac{1}{2}$	
	Ditto, small, each	...	...	...	...	0	0	5 $\frac{1}{2}$	
	Tiger, leopard, and marten skins, each	...	...	...	...	0	0	10 $\frac{1}{2}$	
	Land otter, racoon, and sharks' skins, per hundred	...	...	...	...	0	12	0	
	Beaver skins, ditto	...	...	...	...	0	30	0	
	Hare, rabbit, and ermine, ditto	...	...	...	...	0	3	0	
40. Smalts, per cwt.	...	...	...	...	...	1	0	2	
41. Soap, ditto	...	...	...	...	...	0	2	6 $\frac{1}{2}$	
42. Stock fish, &c.	...	...	...	...	...	0	2	0 $\frac{1}{2}$	
43. Seahorse teeth	...	...	...	...	...	0	10	1	
44. Treasure and money of all kinds	...	...	...	...	...	Free.			
45. Wine, beer, spirits, &c. :—									
	In quart bottles, per 100 bottles	..	...	...	...	0	6	0	
	In pint ditto, ditto	...	...	...	...	0	3	0	
	In casks, per cwt.	...	...	...	...	0	2	6	
46. Woods, namely :—									
	Ebony, ditto	..	...	...	...	0	0	9	
	Sandal wood, ditto	...	...	...	...	0	2	6 $\frac{1}{2}$	
	Japan wood, ditto	...	...	...	...	0	0	6 $\frac{1}{2}$	
	Unenumerated woods, 10 per cent. <i>ad valorem</i> .								
47. Woollen manufactures, viz., broad cloths, Spanish stripes, habit cloth, &c., 51 to 64 inches wide, per square foot	...	...	...	...	...	0	0	11	
	Long ells, kerseymeres, flannel, and narrow cloths of this description, ditto	...	...	...	...	0	0	5 $\frac{1}{2}$	
	Blankets of all kinds, each	...	...	...	...	0	0	7 $\frac{1}{2}$	
	Dutch camblets, per square foot	...	...	...	...	0	0	11	
	Camblets, ditto	...	...	...	...	0	0	5 $\frac{1}{2}$	
	Imitation ditto, bombazettes, &c., ditto	...	...	...	...	0	0	2 $\frac{1}{2}$	
	Bunting (narrow), ditto	...	...	...	...	0	1	3 $\frac{1}{2}$	
	Unenumerated woollen goods, or silk and woollen, and cotton and woollen mixtures, &c., 5 per cent. <i>ad valorem</i> .								
48. Woollen yarn, per cwt.	...	...	...	...	...	0	15	1 $\frac{1}{2}$	
N.B. All articles unenumerated in this tariff, 5 per cent. <i>ad valorem</i> .									

As all mercantile transactions are carried on in China, and will be, in dollars, of which the Spanish pillar dollar will be the standard, until other dollars obtain the same credit; as moreover, the duties by the new tariff are to be paid in bullion, that is, in silver valued at per rule of Spanish dollar; and as, moreover, no coin or metallic value is so well and universally understood in the British dominions as the Spanish dollar, it would seem to be a great convenience to state the new Chinese tariff in the identical terms of dollar values in which calculated and understood there. The statement of the new tariff rates in these values will, moreover, afford a more convenient occasion for a comparison with the former tariff, which

comparison is, after all, possible to a certain extent only, as a complete and attested copy of that tariff never could be procured by the resident merchants (perhaps not over anxious in the matter), and therefore the duties were surcharged, abused, mitigated, compromised, according to the astute manœuvres of the merchant and the necessities of the pauper mandarins. It will readily be understood that the consigners of Leeds or Manchester wares were seldom admitted to a participation in the mysteries of the tariff rates really arranged, as perhaps their account sales would tell.

Taking the dollar at 4s. 2d., and there being 100 cents to the dollar, the cent corresponding to one halfpenny, the Chinese tariff will readily be construed as follows—the Chinese weights and measures as rendered into English being given subsequently. And the tariff rates are likely to be more correct as here given, because thus rendered into dollar values on the spot, that is in Hong-kong, by intelligent resident merchants. Such of the rates of duty payable under the old or former tariff as can be verified are added by way of comparison with the new tariff.

EXPORTS.

						D.	c.
1.	Alum, per 100 catties	...	...	...	...	0	14
2.	Aniseed star, ditto	...	...	...	...	0	70
	Ditto, oil of, ditto	...	...	...	...	6	94
3.	Arsenic, ditto	...	...	...	...	1	04
4.	Bangles (or glass armlets), ditto	...	...	...	...	0	70
5.	Bamboo screens, and bamboo wares of all kinds, ditto	...	...	...	...	0	28
6.	Brass leaf, ditto	...	...	...	...	2	10
7.	Building materials, ditto	...	...	...	...	Duty free.	
8.	Bone and horn ware, ditto	...	...	...	...	1	40
9.	Camphor, ditto	...	...	...	...	2	10
10.	Canes of all kinds, per 1000	...	...	...	...	0	70
11.	Capoor cutchery, per 100 catties	...	...	...	...	0	42
12.	Cassia, ditto	...	...	...	...	1	04
	Ditto, buds, ditto	...	...	...	...	1	40
	Ditto, oil, ditto	...	...	...	...	6	94
13.	China root, ditto	...	...	...	...	0	28
14.	China ware, all kinds, ditto	...	...	...	...	0	70
15.	Clothes, ready-made, ditto	...	...	...	...	0	70
16.	Copper ware, pewter ware, &c., ditto	...	...	...	...	0	70
17.	Corals, or false coral, ditto	...	...	...	...	0	70
18.	Crackers and fire-works of all kinds, ditto	...	...	...	...	1	04
19.	Cubebs, ditto	...	...	...	...	2	10
20.	Fans (as feather fans, &c.), ditto	...	...	...	...	1	40
21.	Furniture of all kinds, ditto	...	...	...	...	0	28
22.	Galingal, ditto	...	...	...	...	0	14
23.	Gamboge, ditto	...	...	...	...	2	78
24.	Glass and glass ware of all kinds, ditto	...	...	...	...	0	70
25.	Glass beads, ditto	...	...	...	...	0	70
26.	Glue (as fish glue, &c.), ditto	...	...	...	...	0	70
27.	Grass cloths, all kinds, ditto	...	...	...	...	1	40
28.	Hartall, ditto	...	...	...	...	0	70

	D.	c.
29. Ivory ware, all kinds, per 100 catties	6	94
30. Kittysols, or paper umbrellas, ditto	0	70
31. Lackered ware, all kinds, ditto	1	40
32. Lead (white lead), ditto	0	35
33. Lead (red lead), ditto	0	70
34. Marble slabs, ditto	0	28
35. Mats (straw, rattan, bamboo, &c.), ditto	0	28
36. Mother-o'-pearl ware, ditto	1	40
37. Musk, per catty	0	70
38. Nankeens and cotton cloth of all kinds, per 100 catties	1	40
39. Pictures, viz. large paintings, each	0	14
Rice paper pictures, per 100 pictures	0	14
40. Paper fans, per 100 catties	0	70
41. Paper of all kinds, ditto	0	70
42. Pearls (<i>i. e.</i> false pearls), ditto	0	70
43. Preserves and sweatmeats of all kinds, ditto	0	70
44. Rattan work of all kinds, ditto	0	28
45. Rhubarb, ditto	1	40
46. Silk, raw, whether from Chekiang, Canton, or elsewhere,		
all kinds, per 100 catties	13	89
Coarse or refuse of silk, ditto	3	47
Organzine, all kinds, ditto	13	89
Ribands, thread, &c., ditto	13	89
Silk piece goods of all kinds, as silks, satins, pongees,		
velvets, crapes, lustrings, &c., ditto	16	67
N.B. The additional duty of so much per piece, hitherto		
levied, to be henceforth abolished.		
47. Silk and cotton mixtures, silk and woollen mixtures, and		
goods of such classes, per 100 catties	4	17
48. Shoes and boots of leather, satin, or otherwise, ditto ...	0	28
49. Sandal-wood ware, ditto	1	40
50. Soy, ditto	0	56
51. Silver and gold ware, ditto	13	89
52. Sugar, white and brown, ditto	0	35
53. Sugar candy, all kinds, ditto	0	49
54. Tinfoil, ditto	0	70
55. Tea, ditto	3	27
56. Tobacco of all kinds, ditto	0	48
57. Turmeric, ditto	0	28
58. Tortoiseshell ware, ditto	13	89
59. Trunks (of leather) ditto	0	28
60. Treasure, <i>i. e.</i> coin of all kinds	Free.	
61. Vermillion, per 100 catties	4	17

* * * Articles unenumerated in this tariff to pay a duty of five per cent.
ad valorem.

IMPORTS.

1. Assafoetida, per 100 catties	1	40
2. Bees' wax, ditto	1	40
3. Betel nut, ditto	0	21
4. Bich de mar, 1st quality, or black, ditto	1	12

CHINA.

31

D. c.

Bich de mar, 2d quality, or white, per 100 catties	...	0	28
5. Birds' nests, 1st ditto, or cleaned, ditto	...	6	94
Ditto, 2d ditto, or good middling, ditto	...	3	47
Ditto, 3d ditto, or uncleaned, ditto	...	0	70
6. Camphor (Malay), 1st ditto, clean, per catty	...	1	40
Ditto, 2d ditto, refuse, ditto	...	0	70
7. Cloves, 1st quality, or picked, per 100 catties	...	2	10
Ditto, 2d ditto, or mother, ditto	...	0	70
8. Clocks, watches, spy-glasses, all kinds of writing-desks, dressing-boxes, cutlery, perfumery, &c., 5 per cent. <i>ad valorem</i> .			
9. Canvas, 30 to 40 yards long, 24 to 31 inches wide, per piece		0	70
10. Cochineal, per 100 catties	...	6	94
11. Cornelians, per 100 stones	...	0	70
Ditto Beads, per 100 catties	...	13	89
12. Cotton, ditto	...	0	56
13. Cotton manufactures, viz. :—			
Long cloths, white, 30 to 40 yards long, 30 to 36 inches wide, per piece	...	0	21
Cambrics and muslins, 20 to 24 yards long, 41 to 46 inches wide, per piece	...	0	21
Grey or unbleached cottons, viz., long cloths, domestics, &c., 30 to 40 yards long, 28 to 40 inches wide, ditto,		0	14
Grey twilled cottons, 30 to 40 yards long, 28 to 40 inches wide, ditto	...	0	14
Chintz and prints of all kinds, 24 to 30 yards long, 26 to 31 inches wide, ditto	...	0	28
Handkerchiefs under 1 yard square, each	...	c 1	2-5
Handkerchiefs above 1 yard square, ditto	...	0	2½
Ginghams, pullicates, dyed cottons, velveteens, silk and cotton mixtures, woollen and cotton mixtures, and all kinds of fancy goods not in current consumption, 5 per cent. <i>ad valorem</i> .			
14. Cotton yarn and cotton thread, per 100 catties	...	1	40
15. Cow bezoar, per catty	...	1	40
16. Cutch, per 100 catties	...	0	42
17. Elephants' teeth, 1st quality, whole, ditto	...	5	55
Ditto ditto, 2d quality, broken, ditto	...	2	78
18. Fish maws, ditto	...	2	10
19. Flints, ditto	...	0	7
20. Glass, glass ware, and crystal ware of all kinds, 5 per cent. <i>ad valorem</i> .			
21. Gambier, per 100 catties	...	0	21
22. Ginseng, 1st quality, ditto	...	52	77
Ditto, 2d ditto, or refuse, ditto	...	4	86
23. Gold and silver thread :—			
1st quality, or real, per catty	...	0	18
2d ditto, or imitation, ditto	...	0	4
24. Gums—Benjamin, per 100 catties	...	1	40
Olibanum, ditto	...	0	70
Myrrh, ditto	...	0	70

	D.	¢.
Gums unenumerated, 10 per cent. <i>ad valorem</i> .		
25. Horns, bullocks' and buffalos', per 100 catties	2	78
26. Horns, unicorns', or rhinoceros', ditto	4	17
27. Linen, fine, as Irish, or Scotch, 20 to 30 yards long, 29 to 37 inches wide, per piece	0	70
Coarse linen, as linen and cotton mixtures, silk and linen mixtures, &c. 5 per cent. <i>ad valorem</i> .		
28. Mace, or flour of nutmeg, per 100 catties	1	40
29. Mother of pearl shells, ditto	0	28
30. Metals, viz. —		
Copper, unmanufactured, as in pigs, ditto	1	40
Ditto, manufactured, as in sheets, rods, &c. ditto	2	10
Iron, unmanufactured, as in pigs, ditto	0	14
Iron, manufactured, as in bars, rods, &c., ditto	0	21
Lead in pigs, or manufactured, ditto	0	56
Quicksilver, ditto	4	17
Steel, unmanufactured, ditto	0	56
Tin, ditto	1	40
Tin plates, ditto	0	56
Unenumerated metals, 10 per cent. <i>ad valorem</i> .		
31. Nutmegs, 1st quality, or cleaned, per 100 catties	2	78
Ditto, 2d ditto, or uncleaned, ditto	1	40
32. Pepper, ditto	0	56
33. Putchuck, ditto	1	04
34. Rattans, ditto	0	28
35. Rice, paddy, and grain of all kinds	Duty free.	
36. Rose malose, per 100 catties	1	40
37. Saltpetre (to be sold to Government agents only), ditto	0	42
38. Sharks' fins, 1st quality, or white, ditto	1	40
Ditto, 2d quality, or black, ditto	0	70
39. Skins and furs, viz. :—		
Cow and ox hides, tanned and untanned	0	70
Sea otter skins, each	2	10
Fox skins, large, ditto	0	21
Ditto, small, ditto	0	10
Tiger, leopard, and marten skins, each,	0	21
Land otter, racoon, and sharks' skins, per 100	1	78
Beaver skins, ditto	6	94
Hare, rabbit, and ermine, ditto	0	70
40. Smalts, per 100 catties	5	55
41. Soap, ditto	0	70
42. Stock fish, &c., ditto	0	56
43. Seahorse teeth, ditto	2	78
44. Treasure and moneys of all kinds, free.		
45. Wine, beer, spirits, &c., in quart bottles, per 100 bottles	1	40
46. Wine, in casks, per 100 catties	0	70
47. Woods, namely—		
Ebony, per 100 catties	0	21
Sandalwood, ditto	0	70
Japanwood, ditto	0	14

CHINA.

33
D. c.

Unenumerated woods, 10 per cent. *ad valorem*.

48. Woollen manufactures, viz., broad cloths, Spanish stripes, habit cloth, &c. 51 to 64 inches wide, per chang of 141 inches	...	...	...	...	0	21
Long ells, kerseymeres, flannel, and narrow cloths of this description, ditto	...	...	...	...	0	9 $\frac{3}{4}$
Blankets of all kinds, each	...	...	...	...	0	14
Dutch camblets, per chang of 141 inches	...	...	...	...	0	21
Camblets, ditto	...	...	...	...	0	9 $\frac{3}{4}$
Imitation ditto, bombazettes, &c., ditto	...	...	...	...	0	5
Bunting (narrow), ditto	...	...	...	...	0	2
Unenumerated woollen goods, or silk and woollen, and cotton and woollen mixtures, &c., 5 per cent. <i>ad valorem</i> .						
49. Woollen yarn, per 100 catties	...	...	...	...	4	17

N.B. All articles unenumerated in this tariff 5 per cent. *ad valorem*.

The above copy has been taken from that published at the British agency, Macao, and is an exact copy (with the exception of the line of cents, which has been added for the more easy understanding of the duties). The mace at 720 taels per 1,000 dollars, is equal to 13.88 cents, and the tael to 1 dollar 39 cents; but, to avoid fractions, we have assumed the value of the mace at 14 cents, and that of the tael, where less than 1 $\frac{1}{2}$ tael, at 1 dollar 40 cents.

The information respecting the old tariff is necessarily incomplete. To the inquiries respecting it of Sir Henry Pottinger, preliminary to the commencement of his labours for the reconstruction of a new tariff, the Canton merchants consulted replied that, "after the most diligent inquiry, we have failed in obtaining the information requisite to prepare a complete list of duties which foreigners have been in the habit of paying to the Hong merchants on imports and exports. The imperial tariff and the other legal charges have never been published by authority, and not only has it been impossible to obtain authentic accounts on the subject, but the charges have varied so much at different times (and are believed frequently even to have differed at the same time in different hong), that any scale which the information before us would enable us to prepare would be exceedingly imperfect." And Elepoo, the Imperial Commissioner, testified generally to the same facts:—"We find," says he, "upon examination of the subject, that on all goods imported and exported by the merchants of any foreign countries, the duties to be levied are laid down in an old already existing tariff; but the Hong merchants conducting foreign trade have in the process of years gradually added charge upon charge, till they amount in some cases to several times the sum of the tariff duties."

The *Friend of China*, an English paper published at Hong-kong, had the following statement professing to represent the per centage extent on value of the "true and imperial duties," as exacted, and which alone should have been legally leviable.

EXPORTS.

Alum, about	50 per cent.	Silk nankeen	4 per cent.
Camphor	7 $\frac{1}{2}$ "	Silk pongees	1 $\frac{1}{2}$ "
Cassia	80 "	Sugar, soft white	20 "
China root	10 "	Sugar candy	10 "
Galingal	33 "	Tea	4 "
Rhubarb	1 $\frac{1}{2}$ "		

IMPORTS.

On cotton yarn imported, the duty equal to about 3 per cent.	Gold and silver thread	30 per cent.
On white long cloths 30 "	Tin	12 "
Grey and domestics 10 to 17 "	Copper	6 "
Iron, bar and rod . 15 "	Broad cloths	20 "
Lead, pig and sheet . 15 "	Spanish stripes . . .	15 "
Quicksilver 3 "	Long ells	20 "
	Camblets	60 "

That the legitimate rates of duty as here exhibited were, however, vastly different from those exacted by the rapacity of the delegated authorities of Canton will be sufficiently evident from the following memorandum of the gross impositions actually paid as duties, as drawn up by the merchants from data in their own possession—from their own books, in fact. The irregularity and capriciousness of the charges are not the least remarkable features in this mandarin-enacted tariff.

Memorandum of Duties said to have been charged during the last few years.

Woollen cloths, 25, 25 $\frac{3}{4}$, 26 to 23 26, 58 to 30 cents per yard.

Long ells, 1.80 dols. 2 dols., and 2.05 dols. per piece.

White shirtings, No. 1, 95 cents and 1 dol. per piece.

No. 2, 47 cents and 50 cents per piece.

Grey shirtings, 12 $\frac{1}{2}$ and 13 cents.

Cotton yarn, 80 cents per picul.

Chintzes, 2.50 dols. and 2.56 dols. per piece.

Cotton, 3 mace 4 candarines per picul.

Tea (total duty), taels 1, 2, 4.

Even on tea, the standard article of trade, the exact amount chargeable as duty under the old imperial tariff was not known to the merchants, as will appear by the following extract from their communication to the British envoy:—"In the principal article of export, tea, we have generally been better able to trace the charges than on other goods; and with regard to this important branch of trade, we may observe that the expense of shipping off was, only a few years since, including duty and consoo fund, only taels 2.5 per picul, the analysis of which charge your excellency will find stated in our letter of 13th January. Four years since, the total charge was raised to taels 5; last year as high as taels 8.5; and is now again reduced to 6 taels. From the best information we can obtain, the present charge of 6 taels is subdivided as follows:—

Paid into the hoppo's office (but we have no means of knowing what is regular and what irregular charge),	Taels	1	9	6
Charge for difference in weight (uncertain how far regular), 12 per cent.		0	2	3
Consoo fund,		1	8	6
Difference between the weights of foreigners and teamen, . . .		1	0	0
Mending chest, coolie hire, and other Hong charges, . . .		0	3	0
Balance assumed to be profit of the Hong merchants, . . .		0	6	5

Per picul Taels 6 0 0

From this statement it would appear that the regular imperial duty on this article is now barely two taels, and cannot have for some years varied ma-

terially; but that the greater part of the heavy burthens laid on the trade have been in the name of consoo charges."

The plunder perpetrated under the name and disguise of tariff dues did not constitute moreover the sum total, nor anything approximative, of the extortions practised. Under the name of consoo charges, which in their origin represented certain presents it was the custom to make to the port, custom-house, and other state officers, the following additional duties were levied:—

Consoo Charges in 1838 and 1841, levied by the Hong Merchants in addition to Duty.

Tea, some years ago, consoo charge, 6 mace; in 1838 raised to 1.4 taels. Total charge with duty in 1836, 2.5 taels; in 1839, 5 taels; in 1841, 8.5 taels; in 1843, 6 taels.

Silk, Nankeens, 7 taels per picul—reduced to 2 taels in 1843.

Canton, 2 taels; 1 tael in 1843.

White shirtings 25 cents (average) per piece; $7\frac{1}{2}$ cents 1843.

Grey shirtings, 50 cents; 15 cents in 1843.

Long ells, 50 cents per piece; 25 cents in 1843.

Woollen cloths, 1 dollar per piece; 50 cents in 1843.

Cotton yarn, 3 dollars per picul.

Cotton (raw), 6 mace per picul; 50 cents in 1843.

Finally, the tonnage duties on the entry of shipping were in perfect keeping with all other, the system of viceregal and mandarin fraud so long triumphant at Canton. From a French official document containing a variety of most interesting details on the commerce of China, as collected and transmitted to his government by a French agent dispatched for that end, it results that for a ship of 800 tons the following port and other imposts were separately chargeable:—

Tonnage by measurement,.....	12,596 francs.
Cumsha (consoo fund).....	11,833 "
Pilotage,	637 "
Linguiso and Comprador,	1,205 "
Total,.....	26,271 "

Or say above £1040.

The Chinese weights and measures of value (for internal purposes) are noticed as follow, merely to facilitate the few calculations which may be necessary for the comparison of the old and new tariff of duties before referred to. The catty is reckoned at $1\frac{1}{3}$ lb. English; 100 catties make one picul. Subject to variations of exchange, the Chinese denominations of value may be thus stated:—The tael, making 10 mace, equal to about six shillings; 10 mace make 100 candarines; 100 candarines make 1000 cash.

The port of Shanghai was officially opened on the 17th November, 1843, by Captain Balfour, the British consul.

Lieut. William Peder, R.N., harbour master and marine magistrate at Hong-kong.

EXCHANGE.—Six months, 4s. 5d. per Spanish dollar. Thirty days' sight, 4s. 4d. do. Freight, £3 10s. to £3 15s.

All vessels having saltpetre on board (being one of the articles of monopoly of the Austrian Government, and, moreover, an ingredient of gunpowder) are obliged to discharge the same outside the harbour, and to deposit the same into the imperial arsenal. Saltpetre, declared in the bills of lading as merchandise, renders the vessel liable to confiscation and a heavy penalty. Captains unacquainted with the above regulations are often induced to take a parcel of saltpetre, and this too at a paltry freight, along with other goods, which, as above stated, obliges them to discharge the whole cargo outside the harbour, causing them and the receivers of the goods additional charges and much trouble, besides exposing the goods, which must be unloaded in lighters, to many casualties, as rain, a rough sea, &c. The discharge is thus lengthened, and the vessel left at the mercy of the elements in an unsafe anchorage, which is also a serious consideration for English underwriters.

PILOTS.—Ships bound for Trieste are under no obligation to take pilots; but those entering the port for the first time would do well to take one, on making the coast of Istria. Boats are always hovering off Rovingo; they are not manned by regular pilots, but by fishermen, who, though unfit to be trusted with the management of the ship, know the bearings of the places and the depth of water. The fee usually paid them for pilotage is twenty dollars; in addition to which they are supported at the ship's expense during the performance of quarantine.

PORT CHARGES.—These are paid at the office of the harbour master on clearing out. They are the same whatever may be the ship's stay; and are, perhaps, the most moderate in Europe.

<i>Austrian and Foreign privileged Ships.</i>		<i>Fl. kr.</i>
Anchorage, per ton admeasurement,.....	0	4
Light-house,.....	0	3
Cargo duty, per ton weight of goods (if grain, per 20 staja),.....	0	3

<i>Foreign Ships, not privileged.</i>		
Anchorage, light-house, and cargo as above, per ton admeasurement, and per ton weight of goods, ..	0	10
New tonnage duty, per ton admeasurement,	0	16
Abboragio, payable by ships departing in ballast, or with less than half a cargo,	0	9
Comparative Statement of the Port Charges paid at Trieste, respectively, by a native and privileged foreign ship, and a foreign ship not privileged, each of 300 tons burthen, with mixed cargoes.		

<i>Native and Privileged.</i>		<i>Fl. kr.</i>
Anchorage and light, as above, 300 tons, at 7 kreutzers per ton admeasurement,.....	35	0
Cargo duty, 300 tons, at 3 kreutzers, ..	15	0

Or about £478s. sterling. Total,..... 50 0

<i>Foreign, not Privileged.</i>		<i>Fl. kr.</i>
Anchorage, light and cargo duty, as above, ..	50	0
Tonnage duty, 300 tons, at 16 kreutzers,	80	0

Or about £12 10s. sterling. Total,..... 130 0

If the ship depart in ballast, or with less than half a cargo, there is a further charge of 9 kreutzers per ton, or 45 florins; making, in all, 175 florins.

Moneys.—60 kreutzers are equal to 1 guilder or florin, Austrian. The silver value of the guilder is about 26.8 pence sterling. The exchange on London is about 9 florins 47 kreutzer per pound sterling. Paper money of the Vienna National Bank of equal value with coin.

Weights and Measures.—100 lb grosso are equal to 105.27 lb avoirdupois. 100 lb sottile are equal to 66.58 lb avoirdupois. 100 boccali are equal to 40 imperial gallons. 100 Trieste stori are equal to 25.48 imperial quarters. 100 ells, silk measure, are equal to 70.21 imperial yards. 100 ells, woollen, are equal to 74 imperial yards. 100 lb Vienna are equal to 123.62 lb British imperial. 112 lb English, or cwt., is equal to 90½ lb Vienna. An orna or eimer of Vienna, divided into 40 boccali, used for all liquids except oil, is equal to 12.33 gallons imperial. An orna for oil, divided into 100 lire, is equal to 14.29 gallons imperial. A stajo, or dry measure, used for grain, seeds, &c., is equal to 2 bushels and 2.21 gallons imperial, and is taken in commerce at 342 staja to 100 quarters imperial. A foot Vienna is equal to 1.028 foot English. A klafter is about 6 feet; 527 klafters are equal to 1084 yards; a square klafter is 36 square feet. The ell for silks is equal to 25.94 inches English. The ell for woollens is equal to 27.41 inches English.

BOSTON.

See New York for port and other charges, they being the same.

RATES OF PILOTAGE.

OUTWARD.							
From Nov. 1 to May 1.				From May 1 to Nov. 1.			
Ships drawing water.	Dollars per foot.	Ships drawing water.	Dollars per foot.	Ships drawing water.	Dollars per foot.	Ships drawing water.	Dollars per foot.
7 ft.	0·90	17 ft.	1·10	7 ft.	0·75	17 ft.	1·00
8	0·90	18	1·20	8	0·75	18	1·00
9	0·90	19	1·30	9	0·75	19	1·25
10	0·95	20	1·50	10	0·80	20	1·50
11	1·00	21	2·00	11	0·85	21	1·75
12	1·05	22	2·50	12	0·90	22	2·00
13	1·10	23	2·75	13	0·95	23	2·25
14	1·10	24	2·75	14	0·95	24	2·25
15	1·10	25	2·75	15	0·95	25	2·25
16	1·10			16	0·95		
INWARD.							
7	1·45	17	1·87	7	1·10	17	1·35
8	1·45	18	2·50	8	1·10	18	1·88
9	1·45	19	2·75	9	1·10	19	1·88
10	1·56	20	3·00	10	1·20	20	1·88
11	1·72	21	4·00	11	1·25	21	2·80
12	1·77	22	4·00	12	1·30	22	3·00
13	1·77	23	4·00	13	1·35	23	3·00
14	1·87	24	4·00	14	1·35	24	3·00
15	1·87	25	4·00	15	1·35	25	3·00
16	1·87			16	1·35		

No particular place is specified at which vessels must heave to for a pilot. But all vessels, with the exception of coasters under 200 tons, and American vessels laden with plaster of Paris from British America, if hailed by a pilot within about $1\frac{1}{2}$ mile of the outer light, must take him on board, under a penalty of 50 dollars. If they have got within this distance before being hailed, the obligation to take a pilot on board ceases. This regulation has obviously been dictated by a wish to have the pilots constantly on the alert; it being supposed that masters not well acquainted with the bay will heave to to take one on board, though they have got within the free limits.

The branch pilots in the state of Massachusetts are authorized and directed, by the pilot-master or his deputy, to take charge of any vessel bound into or going out of the port assigned to him, except fishing vessels, and vessels bound to or coming from any port within the state, and all vessels under two hundred tons sailing under a coasting license. The pilot must first show his branch or warrant to the master, if required. Pilots are answerable for all losses arising through their unskilfulness or negligence. Any master of a vessel other than such as are excepted as above, who chooses to pilot his own vessel into or out of any port, is permitted to do so; but he is nevertheless liable to pay to the pilot who first comes on board of his vessel the full pilotage, according to the fees specified in his warrant. Any vessel, after arriving within the chop of the harbour of Salem, Marblehead, or Gloucester, or within the bar of any barred harbour,—the master of any such vessel may then decline to take a pilot on board, and also be exempt from all fees for pilotage. In case no Boston branch pilot offers his services to the master of a vessel bound into the harbour of Boston, before such vessel has passed a line drawn from Harding's Rocks to the outer Graves, and from thence to Nahant Head, such master is at liberty to pilot his own vessel, or to employ any other person to pilot his vessel into the harbour, without being liable to pay pilotage to any other person. Any vessel from a foreign port, drawing more than nine feet of water, going into either of the ports of New Bedford or Fairhaven, or any vessel bound on a foreign voyage, of the same draught of water, may be taken charge of by any one pilot, he first showing his warrant and stating the amount of his fees. The rate of pilotage is, for all inward bound, 2 dollars per foot, and for all vessels outward bound, 1.50 per foot. Masters declining to receive a pilot on board, when coming into either of the above-named ports, from any foreign place or port, the pilot so offering and refused may demand one half of such pilotage from the master. All fishing and coasting vessels are not included in the provisions of the above pilot regulations, and may decline receiving any pilot on board without incurring any penalty. Unless there be some express agreement to the contrary, any person who faithfully and skilfully pilots any vessel through the Vineyard sound, over Nantucket shoals, to her port of destination, is entitled to the following fees, viz. :— From the first day of November until the thirty-first day of March, inclusive, for a vessel drawing not more than eleven feet of water, 3.50 dollars a-foot; if drawing more than eleven and not more than fourteen feet, 4.00 dollars a-foot; and for any vessel drawing more than fourteen feet, 4.50 dollars a-foot. For piloting the same description of vessels between the first day of April and the last day of October, one dollar less per foot.

The charges at Salem, Marblehead, Gloucester, New Bedford, or Fairhaven, are the same as at Boston, with the exception of pilotage, as above.

PORT CHARGES PAYABLE ON BRITISH SHIPS AT THE PORT OF PETERSBURGH.

Lasts... { from... to... }	31	41	51	61	71	81	91	101	111	121	131	141	151	161	171	181	191	201	211	221	231	241	251
Lastrage.....	16	20	24	28	32	36	40	44	48	52	56	60	64	68	72	76	80	84	88	92	96	100	104
Passes.....	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Clearing passes } In Cronstadt }	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Address money...	50	50	50	50	60	60	70	70	70	80	80	90	90	100	100	110	110	120	120	130	130	140	140
Church.....	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130
Cronstadt church	7	9	11	12	14	16	17	19	21	23	24	26	28	29	31	33	34	36	38	40	41	43	45
Do. expedition...	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135
Company's agent	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52
Total.....Roubles	196	214	232	259	277	295	322	340	358	386	403	431	449	476	494	522	539	567	585	613	630	658	676

In fixing freight to England, a ton is 63 poods of hemp, flax, tallow, iron, copper, and ashes; 44 poods of bristles, isinglass, leather, and wax; 5 dozen of deals; 3500 hare skins; 8 chetverts of wheat or linseed; and 60 pieces of sailcloth.

The following Charges have been fixed by the Merchants of Petersburg:—

	Per cent.		Per cent.
Commission on sale and purchases	2	Charges on duty paid inwards	4
Extra charges on all goods	1	Ditto, paid outwards	4
Commission and extra charges for goods delivered up	2	Commission for collecting freight, or average inwards	3
Brokerage on sales and purchases	2	Commission for procuring freight outwards	2
Ditto on bills	1	For clearances, 40 roubles.	
Ditto on freight, $\frac{1}{2}$ ton, 60 copecks	4		
Stamps	3		
		Dues to be paid to the church, 10 roubles each vessel.	
		Clearing of ships, of or under 25 lasts each, 40 roubles each vessel.	
		25 to 50 do. 60	
		50 to 75 do. 80	
		75 to 100 do. 100	
		100 to 150 do. 150	
		150 or above, 200	

Petersburgh, although favourable to commerce, the situation is, in other respects, far from being good.

Cronstadt, situated on a small island about 20 miles W. of Petersburg, may, in some measure, be considered as the port of the latter. Almost all vessels bound for Petersburg touch here; and those drawing above 8 feet water load and unload at Cronstadt; the goods being conveyed from and to the city in lighters, the charges of which vary according to the demand at the time. The merchants' harbour at Cronstadt is fitted to contain about 600 ships, but it is exposed to the westerly winds. Cronstadt is strongly fortified, and is the principal station of the Russian fleet. Vessels bound for Petersburg must pass by the narrow channel to the south of the island, commanded by the fortifications of Cronstadt on the one side, and of Cronslot on the other.

TRADE, &c.—Petersburgh has the most extensive foreign trade of any city in the north of Europe. This arises from its being the only great maritime outlet on the Gulf of Finland, and from its vast and various communications with the interior of the country. Few countries have such an extent of internal navigation as Russia. By means partly of rivers, and partly of canals, Petersburg is connected with the Caspian Sea. Goods are conveyed from the latter to the capital, through a distance of 1434 miles, without once landing them! The iron and furs of Siberia, and the teas of China, are received at Petersburg in the same way; but, owing to the great distance of those countries, and the short period of the year during which the rivers and canals are navigable, they take three years in their transit. Immense quantities of goods are also conveyed, during winter, upon the ice, in sledges, to the different ports, and to the nearest *pristans*, or places in the interior where barks are built for river or canal navigation. They are put on board in anticipation of the period of sailing, that the barks may be ready to take advantage of the high water, by floating down with the current as soon as the snow and ice begin to melt. The cargoes carried up the river into the interior, during summer, are principally conveyed to their ultimate destinations by the sledge roads during winter. The conveyance of the latter is generally the most expeditious; and it, as well as the internal conveyance by water, is performed at a very moderate expense.

The stowers are paid rates not exceeding the following charges, viz. :—
 For hemp, flax, and codilla,..... 2 Rbl. 50 Cop. per ton.
 „ manufactures,..... 1 „ 50 „
 „ tallow, potash, bristles, isinglass, wax,
 and iron,..... 80 „
 „ deals,..... 25 „ per Std. Doz.

The price for stowing of other goods is to be regulated by the consuls and stowers, subject to the final examination of the Minister of Finance, to see that the settlement be just, both with regard to the masters of ships and the stowers.

According to a new regulation, the ballast for loading and discharging must be paid for in silver, 60 cop. for every last.

Money.—Accounts are kept throughout Russia in roubles of 100 co-pecks. The only gold coin at present struck is the $\frac{1}{2}$ imperial, or 5 rouble piece, equal to 16s. sterling very nearly. The silver rouble, worth 3s. 2 $\frac{1}{2}$ d. sterling very nearly, was declared, by a ukase issued in 1839, to be worth

$3\frac{1}{2}$ paper roubles. But another ukase, issued on the 14th June, 1843, directs that the old bank note roubles in circulation, amounting to the sum of 395,776,310, being equal, at the exchange of $3\frac{1}{2}$, to 170,221,803 silver roubles, should be called in, and replaced by an issue of 170,221,000 *billets du credit*, to be exchangeable at the pleasure of the holder for silver roubles. This is a most important regulation, and if it be fully carried out, the distinction between silver and paper roubles will disappear; at the same time that additional security will be given to all sorts of industrious undertakings, and to the credit of the government.

Weights and Measures.—The Russian weights are the same for gold, silver, and merchandise, viz. :—

3 Soltnicks equal to 1 Loth.	40 Pounds equal to 1 Pood.
32 Loths " 1 Pound.	10 Poods " 1 Berkovitz.

The Russian pound contains, according to Kelly, 6318.5 English grains. Hence, 100 pounds Russian are equal to 90.26 lbs. avoirdupois, equal to 40.93 kilog. The pood is equal to 36 lbs. 1 oz. 11 drs., but among merchants it is reckoned equal to 36 lbs. According to Nelkenbrecher, 100 lbs. Russian are equal to 90.19 lbs. avoirdupois, equal to 40.9 kilog, equal to 82.8 lbs. Amsterdam, equal to 84.444 of Hamburg.

The principal measure for corn is the chetwert, divided into 2 osmins, 4 pajocks, 8 chetwericks, or 64 garnitz. The chetwert is equal to 5.952 Winchester bushels. Hence, 100 chetwerts are equal to 74.4 English quarters.

In liquid measure,

11 Tsharky = 1 Krashka.

8 Krashka " 1 Wedro.

40 Wedros " 1 Sorokovy.

The Wedro " $3\frac{1}{4}$ English.

Wine gallons.

$13\frac{1}{2}$ Bottles " 1 Wedro

1 sashen is equal to 7 English feet. 1 arsheen is equal to 28 English inches. 100 Russian feet are equal to $114\frac{1}{2}$ English feet. The verst or Russian mile = 5 furlongs 12 poles. The English inch and foot are used throughout Russia, chiefly, however, in the measuring of timber.

The following regulations for the importation of foreign goods are strictly enforced :—

All goods imported must be accompanied by the following documents :—

1. The declaration of the captain, according to the form ordered by the Custom-house.

2. An attestation from the Russian consul, and where there is no consul, from the Custom-house of the place, of the quantity and quality of the goods, and a declaration that they are not the produce, manufacture, or property of an enemy's country.

3. Bills of lading of all goods, in which the weight, measure, or quantity of each package must be specified. In case the bills of lading are not exactly after this regulation, the goods pay double duty as a fine. In case more is found than specified in the bill of lading, the surplus is confiscated; if less is found, the duty must be paid on the quantity specified. Of wine, it is not sufficient to specify the number of pipes or hogsheads only, but also their contents in gallons, &c. Of lemons, the number in each box must be

specified. Of manufactured goods, the measure of each piece must be specified, and the number of pieces in each bale. It is indifferent whether the gross or nett weight be specified. If the packages be all of the same weight, measure, or content, a general specification will do; as, for example, 100 casks alum, of 17 lispond each. Of dye woods, the weight of the whole need only be mentioned. Of goods of small bulk, as pepper, &c. It is sufficient to state the weight of every 5 or 10 bales, but with specification of the numbers. There must not be any erasures or blots on the bill of lading. All goods not accompanied by these documents, or where the documents are not according to the above regulations, will be sent back.

Bills of lading may be made out either to some house, or to order.

Port Charges.—The regular charges which British ships have to pay at the ports of Petersburg and Cronstadt, comprise the following fixed dues and expenses, viz.—lastage, passes, clearing at Cronstadt, address money, Petersburg and Cronstadt church money, Cronstadt expedition and allowance to the Russia Company's agent, for all which a charge is made in the ship's account in one sum, proportionally to the ship's register tonnage, according to the following scale:—

Tons register.	Sl.	r.	c.	L.	s.	d.	Tons register.	Sl.	r.	c.	L.	s.	d.
For 61	48	0	7	15	0		For 322 to 341	136	0	21	17	0	
„ 62 to 81	56	0	9	0	10		„ 342 to 361	141	14	22	15	6	
„ 82 to 101	61	14	9	18	0		„ 362 to 381	149	14	24	1	0	
„ 102 to 121	66	28	10	15	0		„ 382 to 401	154	0	24	18	0	
„ 122 to 141	74	0	11	19	0		„ 402 to 421	162	0	26	3	0	
„ 142 to 161	79	14	12	16	0		„ 422 to 441	167	14	26	19	0	
„ 162 to 181	84	28	13	13	0		„ 442 to 461	175	14	28	5	0	
„ 182 to 201	92	0	14	17	1		„ 462 to 481	180	0	29	0	6	
„ 202 to 221	97	14	15	14	6		„ 482 to 501	188	0	30	7	0	
„ 222 to 241	102	29	16	11	0		„ 502 to 521	193	14	31	13	0	
„ 242 to 261	110	28	17	15	0		„ 522 to 541	200	86	32	8	4	
„ 262 to 281	115	14	18	16	0		„ 542 to 561	206	0	33	4	3	
„ 282 to 301	123	14	19	18	0		„ 562 to 581	214	0	34	11	2	
„ 302 to 321	128	28	20	14	0		„ 582 to 600	218	86	35	6	8	

For the new Russian sailing directions, see Riga.

ALEXANDRIA IN EGYPT.

A square castle, or tower, built on a small islet or rock, at the extremity of a mole projecting from the north-east angle of the city, is called the Pharos, and a light is regularly exhibited upon it. On each side of the city there is a port. That on the western, or African side, called the Old Port, the *Eunostos* of the ancients, is by far the largest and best. It stretches from the town westwards to Marabout, about six miles, and is about a mile and a half wide. It is bounded on the north, partly by the western tongue or angle of the island on which the city is partially built, and partly by rocks and sand banks. It has three entrances. The first, or that nearest the city, having 17 feet water is about two miles S.W. from the large building, situated a little to the westward of the town, called the palace; but it is too narrow and difficult to be attempted by any one not thoroughly acquainted with the port. The *eastern* side of the second or middle entrance is marked by buoys which lie about two miles and three

quarters S.W. from the palace ; it is about a quarter of a mile wide, and has, where shallowest, 27 feet water. The third or western entrance has its *western* boundary within about three-eighths of a mile from the east end of Marabout Island ; it is about half a mile wide, and has from 25 to 27 feet water in its shallowest places. This last is the best entrance. Ships, when in, may anchor close to the town in from 22 to 40 feet water, and there is good anchorage in deep water all along the shore.

The New or Asiatic harbour is on the eastern side of the town. A rock called the Diamond lies a little to the east of the Pharos tower ; and ships entering the port ought to have this rock about a cable's length on the right. If they get much further to the left, they will come in contact with a shoal which stretches westward from the Pharillon, or little tower, on the east side of the port. The water immediately within the port S.W. from the Pharos is from 30 to 40 feet deep ; but the space for anchorage is very limited, and is exposed to the northerly gales ; and the ground being foul and rocky, hempen cables are very apt to chafe, and several accidents have happened in consequence to ships unprovided with iron cables. Ordinary tides rise 2 feet ; but during the overflow of the Nile the rise is 4 feet. Variation 13° west.

The vigorous government of Mehemet Ali, by introducing comparative security and good order into Egypt, has latterly revived the commerce of Alexandria, which has again become a place of much importance in the trading world ; and many new warehouses and other buildings have been constructed.

The dock progresses but slowly ; the steam-engine is constantly at work (day and night) pumping out the water, which enters almost as fast as it is pumped out.

The following is a list of the arrivals and departures of vessels which have taken place at this port, from the 1st of July to the 30th Sept. 1843 :—

Arrivals. Departures.			Arrivals. Departures.		
American, ...	1	1	Brought forward, ...	148	186
Austrian, ...	36	30	Ionian, ...	2	1
Danish, ...	1	1	Norwegian, ...	1	3
French, ...	10	8	Prussian, ...	1	0
Jerusalem, ...	45	36	Russian, ...	1	0
Greek, ...	25	52	Sardinian, ...	3	3
English, ...	30	58	Samiotte, ...	3	1
			Tuscan, ...	9	12
Carried forward, ...	148	186			
			Total, ...	195	206
			From 1st January to 31st March, ...	145	175
			From 1st April to 30th June, ...	217	173
				557	554

Total number of arrivals and departures of vessels belonging to the following countries during the year 1843 :—

Arrivals. Departures.			Arrivals. Departures.		
English, ...	204	215	French, ...	40	36
Austrian, ...	196	185	Tuscan, ...	34	34
Greek, ...	172	175	Sardinian, ...	27	27
Syrian, ...	112	103			

Charges on a British ship of 165 tons register, with cargo of coal in and cargo of cotton out of the port of Alexandria in Egypt :—

	Piastres.
To labourers discharging coal,	100
Lightermen,	60
Taking in 70 tons ballast,	500
Water for ship at sundry times,	30
Posts and planks for sheds,	205
Rope for lashing cotton at sundry times,	300
Press for pressing cotton,	3000
Labourage loading,	1500
Present to stivadore,	200
Lighters for taking cotton off,	100
Account for stores, ropes, round-house, &c.	6710
Account for tea, sugar, and screws,	1000
One pair screws,	200
Captain's expenses,	100
Doctor's bill,	280
Broker's commission on outward freight,	665
Do. do. homeward do.	4545

Exchange, 90 P. per £1—equal to about £217 7s. P. 19,595

By the above account, there seems to be no port charges, such as anchorage, tonnage duty, &c. at Alexandria ; but, notwithstanding, the expenses seem quite high enough, especially the commission on homeward freight.

In 1844, the Pacha gave up the monopoly of cotton, and private individuals are now allowed to deal in it and sell it as they choose.

The customs duties on imports is 3 per cent. on all goods *ad valorem*.

REGULATIONS TO FACILITATE THE TRANSIT OF ALL SORTS OF MERCHANDISE THROUGH EGYPT FROM EUROPE AND TURKEY TO INDIA, OR VICE VERSA.

I.—In order to avoid confusion, and to render the transit service more effective, the government of his Highness will appoint at Alexandria, at Cairo, and at Suez, magazines apart and separate from the principal custom-house, wherein all the packages which pass through Egypt *in transitu*, must be deposited. The Governor will also nominate officers specially engaged to superintend this transit service.

II.—All merchandise deposited in the transit custom-house must be accompanied, on the part of the receiver, by a declaration specifying the marks, contents, and value ; and after having been sealed with wax or lead by the officers appointed for this purpose, the above-mentioned merchandise may be sent to its destination.

III.—The merchandise *in transitu* must be transported on arrival at Cairo to the magazines reserved for this service, in order to verify whether or not the seals are intact.

IV.—At the port of embarkation the collector of customs will give a certificate that the exportation of merchandise has been effected, and this document will serve as a discharge for the custom-house officer where the importation may have taken place.

V.—The baggage of travellers deposited at the transit custom-house, to be passed through Egypt, may be forwarded without being opened, but such baggage as shall not have been deposited in this custom-house will be subject to search should the custom-house officers think necessary.

VI.—The transit duty will be one-half per cent. on the declared value, and must be paid at Alexandria for the merchandise landed at this port and for that landed at Suez. In case of fraud being manifested, either in the denomination or valuation of the merchandise, the custom-house, after having proved the fraud by opening the packages, will charge a duty of 10 per cent. It is understood that the merchandise which remains in the country will pay the duties established by treaty.

VII.—In order to preserve the route betwixt Cairo and Suez as free as possible from disorder and contraband, and in order that the governor may be responsible for its security, it is prohibited to any individual whatever to undertake the transport of merchandise or travellers' luggage *in transitu*, without a special authorisation and a guarantee for the good conduct of those employed in this service.

The gross weight of a bale of Egyptian cotton at Alexandria averages 230 rottioli or 228.07 lbs. ; and allowing 12 rottioli as tare for sacking and cordage, the nett weight of the bale will be about 219 lbs. The cantar of cotton was fixed in 1836 at 100 rottioli. Exclusive of the cotton shipped from Egypt, about 30,000 cantars a-year are supposed to have been annually wrought up in the Pacha's cotton factories at an average of the ten years ending with 1838 ; but, owing to the failure of most of these establishments, the quantity is now much less.

Money.—Accounts are kept at Alexandria in current piasters, each piaster being equal to 40 paras, or medini, and each medino to 30 aspers. The medino is also divided into 8 borbi, or 6 forli. A purse contains 25,000 medini. At the close of 1842 the exchange with England was 93.08 current piasters per pound ; but in general calculations 100 piasters are supposed to equal £1. Payments, in transactions of any importance, are generally made in Spanish dollars.

Weights and Measures.—The yard, or pik, is equal to 26.8 English inches ; hence, 100 piks are equal to 74.438 English yards. The measures for corn are the rhebebe, and the quillot or kisloz ; the former is equal to 4.364 English bushels, and the latter to 4.729 ditto. The cantaro or quintal is equal to 100 rottioli, but the rottolo has different names and weights : 1 rottolo forforo is equal to 9347 lbs. avoirdupois ; 1 rottolo zaidino is equal to 1.335 lb. ditto ; 1 rottolo zauro or zaro is equal to 2.07 lbs. ditto ; 1 rottolo mina is equal to 1.67 lb. ditto.

FRANCE.

Cotton cloth, coloured yellow by a preparation of the oxid of iron, is charged duty as printed cottons.

The director of the French Custom-house has intimated that no export duty is to be charged on exports to the Marquesas or the Friendly Society Islands under the protection of France.

The postage on a letter to or from any place in France is 5d., provided

the postage is paid in England ; but if paid in France, the postage is that fixed by the French law. Therefore, the French postage on a letter to or from Boulogne, paid in England, is 5d. ; but if paid in France and forwarded direct between Boulogne and England, it is only 2d.

CHIEF REGULATIONS BY ROYAL ORDONNANCE RESPECTING THE FRENCH
HERRING FISHERY.

Every owner sending a boat to fish for herrings must deposit, at the office of the Marine Royal, and also at the Custom-house, each season, a declaration containing—

1. The names of the owner and captain.
2. The name and tonnage of the boat.
3. The port to which she belongs.
4. The number of crew, exclusive of the captain.
5. The place of fishing.
6. This declaration must comprise the quantity of stores on board.

7. It must also comprise an agreement to send the vessel to the place named in the declaration, and to bring back nothing but herrings caught by French taking, under a penalty of being deprived of his rights and bounty.

8. This agreement must be guaranteed by good sureties found by the owner, and accepted by the President of the Tribunal of Commerce.

9. Every captain of a boat must be furnished with a register of the crew, containing—

10. The number of men, exclusive of the captain and boys, in the following proportions :—

Boats of 10 tons and under	5 men
„ 11 to 15	6 men
„ 16 to 20	7 men

and so on in the ratio of one man more to every five tons.

11. A commission sitting at each port will ascertain that the quantity of stores, the nature and condition of the fishing implements, are suited to the tonnage of the boat, to the number of men on board, and the place of fishing.

12. Every captain of a boat must, on leaving and entering a port, show the register of the crew to the officers of the customs.

13. Every vessel fitted out for the fisheries must go straight to the place of its destination.

14. All operation or connection with foreign fishing boats, and all exchange or buying the produce of foreign fisheries, are forbidden.

15. Every captain obliged to enter a foreign port must immediately present himself to the French consul or the magistrate of the place, and declare the name and tonnage of his boat, and the cause of his entering the port. He must not quit the foreign port without making this moral declaration.

16 and last. On the return of the boat from fishing, the owner will be held liable for the execution of the engagement contained in his agreement.

The *Journal des Debats* announces that the French Government has concluded a treaty of commerce and navigation with the Sardinian States. Last year the commercial tariff of that Government was considerably modi-

fied. With a few exceptions, the duty on all articles imported into that country was materially reduced. The duties on white or raw cottons were diminished from 50 to 37 per cent., according to the quality, and from 40 to 27 on printed cottons. The diminution on manufactured silk was 33 per cent., from 57 to 31 on hempen cloth, from 50 to 75 on chemical compositions, 40 on soap, 33 on glass, 50 on bottles, 40 on hats, 23 on stained paper, and 17 on bronze. When revising her tariff, the Sardinian Government considered with truth that moderate duties would arrest the progress of smuggling and enrich the Treasury.

“The new Sardinian tariff, which has been ratified within a few days, is particularly favourable to French manufactures. The duties on French wines and brandies have been still more reduced. White porcelain, instead of paying 50*f.* per kilogramme, will pay but 35*f.*, and coloured porcelain 50*f.* instead of 70*f.*

“In return France assimilates the harbour dues to be paid by Sardinian vessels to those paid by French ships in Sardinian ports. The duty on Sardinian rice will be reduced by one-third; the same reduction is to be made on white lead. Beef, which is worth only 80*c.* the kilogramme, sells in French provinces at 1*f.* 40*c.* The duty will hereafter be reduced to 10*c.* the kilogramme.

“The Minister of Foreign Affairs did not lose this opportunity to advance the interests of literature by annexing to the treaty a special convention, protecting the rights of French authors residing in Sardinia as if they continued in France. Literary property thus guaranteed extends not only to books, but to drawings, engravings, and music. This treaty will have a manifest influence on the export of French books. We are delighted to see literary men, when they direct the affairs of the State, make use of their power to protect the interests of the national literature.”

Money.—The 40-franc piece, double Napoleon, or Louis, equal to £1 13*s.* 4*d.* sterling; the 20-franc piece, Napoleon, or Louis, equal to 16*s.* 8*d.*; the 30-sous piece, equal to 1*s.* 3½*d.*; the franc (100 centimes), equal to 10*d.*; the 15-sous piece, equal to 7½*d.*; the half-franc (50 centimes), equal to 5*d.*; the quarter-franc (25 centimes), equal to 2½*d.*; the two-sous piece (10 centimes) equal to 1*d.*; the sou, or one sou piece (5 centimes), equal to ½*d.*.

Weights.—1 cwt. (112 lb), equal to 50.7824600 kilogrammes; 1 ton (20 cwt.), equal to 1015.6490000 kilogrammes. 1 kilogramme (2.20548 lb), equal to 2 lb 3 oz. 4¾ drs. Avoirdupois.

ST. DOMINGO, OR HAYTI.

Port-au-Prince is the capital. The harbour is protected by a battery on an island near the shore. The depth of water is about 21 feet full tide, and 18 feet ebb tide. Pilots are always on the outlook for vessels, but there is no compulsion to take them. From 4 to 12 dollars are generally given when employed. Vessels lie off from 100 to 500 yards from the shore. There are no docks or wharfs. The harbour is very safe, except during the hurricane months, August to November.

AUGUST 17, 1843.—The following are now the charges here:—A de-

cree suppresses the duty on articles of export, productions of the soil and industry of the country, and replaces it by another tariff of customs duties. All foreign vessels, in going from one port to another, pay a duty, *at each port*, of 100 Haytian dollars for each vessel of 150 tons or under; of 158 dollars from 150 to 200 tons; and 200 dollars for those over 200 tons. The tonnage duty is increased from one Spanish dollar to two. Tonnage to be estimated by Haytian measurement. Wharfage and weighing dues on importations are doubled. The territorial import on logwood is reduced to two dollars per thousand weight.

The duties on exports are reduced one-half. Coffee from 23 to 31 dollars; logwood from 7 to 4 dollars. No alteration on imports.

Towage duty, per ton, 2 Spanish dollars. The other charges are per vessel, and are in Haytian dollars, viz.:—12 dollars to each of the following officials:—Commandante of the Port, Commandante of the Place, Commissaire de Guerre, Administrator, Director of Customs, Interpreter, Treasurer, and Doctor. Stamps for entering and clearing, 16½ dollars. Water or fountain tax, 20 dollars.

Masters of vessels proceeding to Hayti should have their charter-parties made out so as that they can defray their own expenses, or they will be bound down to pay 3s. for a Haytian dollar, which is only worth 1s. 6d. The dues have to be paid in Spanish dollars, and the Spanish dollar there costs three Haytian, making it 9s. When masters have the liberty from the charterer to pay their own expenses, it saves a deal of money.

Money.—Haytian dollars contain so much alloy that they are not worth more than 1s. 6d. and is divided into halves and quarters, and cents.

Weights and Measures.—The weights are divided as in avoirdupois, but are 8 per cent. heavier than in England. Measures are the same as used in France.

DUNKIRK.

Expenses on a British vessel of 80 tons British, and 81 tons French measurement, with cargo in and ballast out, September, 1843:—

Extra pilotage in the banks,	F.11 48
Inward do., per ton,	28 0
Assistance boat in,	9 0
Harbour-master's due,	3 0
Tonnage duty, clearance, and expedition, ..	94 75
25 tons ballast,	15 0
Stamps and printed papers,	4 0
Permit,	0 55
Measurement of the vessel,	5 0
Postages,	0 80
Outward pilotage,	17 0
Inward pilotage,	40 0

About £9 10s.

F.228 98

For moneys, weights and measures, see France, page 34.

The Protest of Lawrence Dooley, master of the British smack Shamrock, of Kirkcaldy, registered 60 tons, made before P. F. Pettingal, Esq., the Vice-British Consul at Dunkirk :—

“ Bound from Kirkcaldy to the port of Dunkirk, I arrived in the roads on the 7th of April, 1843, when blowing a heavy gale from W. by S., where I remained till the 8th, when the wind came round to the N.N.W., and a heavy sea running, I was compelled to slip my anchor and chain, about fifty fathoms, and proceed to the harbour. I engaged a French boat to recover the anchor and chain for 50 francs; but that not being sufficiently large to weigh them, I was obliged to hire another, making the expense £4. The chain and anchor were landed on the slipway; not being allowed by the French authorities to reship them, they remained there two days. In the meanwhile, the fishermen I employed proceeded to sea. At length I was permitted to take them on board. Finding, however, my boat not large enough to ship them, I was necessitated to borrow another from a shipowner of this port, Mr. G. Mallo. Having got part of the chain on board, the end being underneath, I then made use of my second chain to secure the ship; part of which, say five fathoms, going on shore, the tide rising, was placed in the same boat, with the remaining parts on board my vessel, it blowing a very hard gale at the time, one o'clock, P.M. This being done, I was surprised by a visit from a custom-house officer, who came on board, made a seizure of and took the whole of the chain away. I was then summoned to appear before a justice of the peace, and had to pay a fine of 500 francs, with the loss of my chain and the confiscation of my vessel. The charge against me was, that I intended to smuggle the chain. To rebut which, it was shewn by my agent that two chains are necessarily required on board every English ship; besides which, the very same chain which I was charged in attempting to smuggle was identified by J. Desoutre, a custom-house officer, as the one I had on board on a former voyage to this port. On appealing to a higher, and the only court left me to obtain redress, they confirmed the decision of the justice of the peace, on the supposition that I intended to act fraudulently with the chain. In this predicament, being obliged to proceed to Scotland, to load another cargo by engagement, and having already lost three weeks by unjust detention, I was compelled to deposit 3,550 francs to clear my vessel for sea, to replace my lost chain by the purchase of another, at the cost of 1,200 francs, and also to incur considerable expense for professional advice, together with the detention of the vessel for twenty-one days, at the expense of nearly £2 per diem.

“ On the 27th of May, 1843, I returned to Dunkirk, freighted with coals and light machinery; still smarting under the infliction of my recent injuries, and consequently alive to any occurrence that might incur similar ones, I consulted with the clerk of the broker, Mr. William Kelly (who came on board immediately on my arrival), with respect to my cables and their positions. Part of the one I had been obliged to purchase at Dunkirk to replace that which had been seized was in the hold, and the remaining part in the lazarette; and I asked him whether, under these circumstances, I had not better insert it in the manifest? His reply was, ‘It is quite unnecessary.’ I reported at the custom-house in the usual way, and com-

menced discharging, when the custom-house officer on board perceived the part of the chain alluded to in the hold, which was reported to his superiors, and ordered to be seized and taken out of the vessel. I appealed to the authorities for redress a second time, but was again sentenced to be fined 250 francs, my cable forfeited, and my vessel again confiscated."

ABBEVILLE.

Expenses on a British vessel of 80 tons British, and 81 tons French measurement, with cargo in and ballast out, September, 1843 :—

Pilotage from sea to St. Vallery,	F.57	50
Tracking horses for expedition,	30	0
Canal dues inwards,	24	26
Declaration, 6 francs ; manifest, 2 francs,	8	0
Reporting in newspaper,	0	50
Tonnage duty,	99	29
Brokerage in,	51	60
30 tons ballast,	18	0
Pilotage outwards,	25	0
Board of health,	7	0
Quay dues,	0	25
Canal dues outwards,	1	0

Or about £12 15s.

F.322 40

For moneys, weights and measures, see France, page 47.

CUBA.

Havannah is the capital of Cuba, and is situated on its northern coast. The harbour is one of the finest in the world, and is defended by two castles, fortified, called the Morro, situated on the eastern, and the Punta, situated on the western side of the entrance to the harbour. The entrance is very narrow, the water very deep, and is capable of containing upwards of a thousand large vessels. Vessels of any draught of water can come close to the quays.

Tonnage duty, 12 plate reals per ton, or $1\frac{1}{2}$ dollar ; British ships, 5 reals Spanish, with the addition of one per cent thereon for a charge called balanza.

The following came into operation on 1st January, 1844 :—

I. Every box of sugar exported in a Spanish vessel, to pay 5 reals ; in a foreign vessel, 6 reals.

II. Every quintal of coffee exported in a Spanish ship to a Spanish port to pay 3 reals ; in a Spanish vessel to a foreign port, 4 reals ; and in a foreign vessel to a foreign port, $4\frac{1}{2}$ reals.

III. Molasses and Spanish brandy free of export duties.

IV. Every vessel departing fully laden with molasses will be exempt from paying tonnage duty.

V. Every vessel carrying away more than 1000 boxes of sugar will be charged tonnage dues according to their measurement. If foreign, 6 reals per ton ; if Spanish, $2\frac{1}{2}$ reals.

VI. The same advantage regarding tonnage dues will be enjoyed by vessels carrying away 2000 sacks coffee, and over 300 pipes rum.

Dredging machine, $1\frac{1}{4}$ real per ton. Wharfage dues, 10 reals, Spanish vessels, 6 reals, for every 100 tons the vessel is, chargeable only at ports where wharfs are. Custom-house visit of entry, $5\frac{1}{2}$ dollars per vessel with cargo; if in ballast, 2 dollars 6 reals. Extract of manifest, 1 dollar. Customs visit for clearing, if cargo, $5\frac{1}{2}$ dollars; if in ballast, $2\frac{3}{4}$ dollars. Cockets for cargo out, with stamp, $16\frac{1}{4}$ dollars. Translating manifest, 12 dollars. Customs officer's fee, 5 dollars; if in ballast, 3 dollars. Captain of the port, 6 dollars. Light-houses, 4 dollars. Bill of health, 8 dollars. Fees to the government clerks, 4 dollars. Visit of the doctor, 2 dollars.

Besides the above charges, there is generally labourers required to assist in loading and unloading.

Moneys.—One dollar = 8 reals plate = 20 reals vellon. One doubloon = 17 dollars. The merchants reckon 444 dollars = £100, or 1 dollar = 4s. 6d. very nearly. There is an export duty of $1\frac{3}{4}$ per cent. on gold, and $2\frac{3}{4}$ per cent. on silver.

Weights and Measures.—One quintal = 100 lb, or 4 arrobas of 25 lb. 100 lb Spanish = $101\frac{1}{2}$ lb English. 108 varas = 100 yards. 1 fanega = 3 bushels nearly. An arroba of wine or spirits = 4.1 English wine gallons nearly. A hogshead of sugar = 1300 lb; a bag of coffee = 150 lb; a hogshead of molasses = 110 gallons; a pipe of tafia or rum = 120 gallons; and a bale of tobacco = 100 lb.

Commission.—For procuring freight 5 per cent. is charged, and $2\frac{1}{2}$ for insuring the amount. For advances of money the rate is 5 per cent. when no other commission is chargeable.

LAGUNA DE TERMINOS.

Dues on a British vessel of 196 tons, with ballast inwards, and cargo outwards:—

Tonnage duty on 196 tons, with 10 per cent. on the British register additional, $1\frac{1}{2}$ dollar per ton,	D.321	$5\frac{1}{2}$
Board of health,	4	0
Captain of the port,	7	4
Hospital, 6 dollars; anchorage, 3 dollars, ...	9	0
Bill of health, 6 dollars; clearance 6 dollars, ...	12	0
Consul's fees,	4	0
Pilotage in and out,	39	0

Or about £89 7s.

D.397 $9\frac{1}{2}$

Exchange, 4s. 6d. per dollar.

There is a long bar of $12\frac{1}{2}$ feet between Laguna and the sea. Ships drawing more water must lie outside to load, in 4 fathoms, about 12 miles from Laguna. The lighterage is very expensive. Ships only pay the tonnage duty at one port, although they should return and take in part of their cargo at any other in the state. There is a doctor at Laguna who contracts with shipmasters to attend their crews during their stay for about 30 dollars. It is unhealthy during the winter.

Moneys, weights and measures, same as Spain. See Cadiz.

AUKLAND, AKARSA, & BAY OF ISLANDS,

Aukland and Bay of Islands (New Zealand) have been free ports since January, 1843. Previously, 9d. per ton was charged for tonnage duty. No pilots are required.

The *Debats* contains the following from the port of Akarsa, in New Zealand, dated the 22d of February, 1843 :—

“On February 2d, Mr. Shortland, appointed Colonial Governor, arrived in the Victoria brig, and, after considerable communication with the commander of the French station, the British flag was displayed on the 9th. Mr. Shortland not being the bearer of any regular instructions from his government, M. Berart thought it to be his duty to protest against his taking possession, and to wait for orders from the French government to depart. In displaying the English flag, the new Colonial Governor made known the ordonnance forbidding foreign vessels from fishing for whales within three miles of the coast of New Zealand. The French jurisdiction is entirely abolished throughout New Zealand, and the French colonists are subjected to the English law. French property is recognised and respected. French vessels will be searched by the English custom-house officers, and their merchandise will be subjected to the tariff of the other ports of New Zealand—namely, 5 per cent. *ad valorem*, 15 per cent. on wines, and 6f. 25c. the gallon on brandies. Mr. Robinson is now first magistrate of Akarsa, and Mr. Cooper has been named collector of customs. On the 16th of February, the French inhabitants addressed a protest to Captain Berart, in which they declare that they will not recognise any other authority than that of France, until the French government has made known officially the arrangements agreed on between the two countries, allowing the British flag to be hoisted. This protest, drawn up in most suitable terms, will probably be well received by the Colonial Governor. Set at ease with respect to possession of their property, the French hope now that their government will take all necessary measures to guarantee them against all kinds of annoyance on the part of the English agents. The *Ville de Rennes* whaler, which left France on the 22d of September, arrived at Akarsa on February 18. All our whalers now proceed towards the north-west of America, in the latitudes of the Marquesas and the Sandwich Islands, where excellent fishing has taken place during the last two seasons. The bays of New Zealand have been little frequented. Certain now of finding protection and shelter at the Marquesas and Otaheite, they will rarely visit the latitudes of New Zealand.”

CANTON.

The following are the port charges on a vessel of 394 tons register :—

Pilotage, for every 100 tons, 5 dollars,	D.20 0
Tonnage dues for 394 tons, at 5 mace per ton, with hoppo charges and premium on sycee, $3\frac{1}{4}$ per cent.	287 74
Bar boats, about	8 0

At 4s. 6d. per dollar—about £70 D.315 74

For regulations of trade, moneys, weights and measures, see China, pages 9 to 35.

CHARANTE.

The following are the port charges of a public nature for a vessel of 100 tons :—

Pilotage for a vessel drawing 10 feet water, from the sea to Charante (including from the dock-yard, 6 francs),	F.88	0
River dues,	30	0
Entry in France, payable by French and English vessels coming from England, 22 sous per ton register,	110	0
Passport at the custom-house,	7	0

About £9 6s.

F.235 0

Brokerage, with cargo in, 18 sous per ton; with cargo out, 1 franc per ton; commission to the merchant, 1 franc per ton.

Water rises at spring tides 15 feet French; and neap tides, 8 feet do. Ships of the line can come up to Charente.

For moneys, weights and measures, see France, page 47.

ANTIGUA (ENGLISH HARBOUR).

Tonnage duty on 196½ tons, at 1s. 6d. per ton,	£14	15	6
Pilotage in,	3	16	8
Ditto out,	2	4	2
Bill of health,	0	16	8
90 tons of ballast, by agreement, ...	8	5	0
<hr/>			
	£29	18	0

Ships discharging coal at this port for the dockyard can put it on the quay, at which the ships can lie; but coal for the Commissariat department has to be put out of the ship upon a stage and floated to the shallowest part of the harbour (where there is not water for a boat), and there landed. The charterers are knowing enough to bind the ship in to land the coal.

Provisions are very high; fresh beef, 8d. per lb.; sugar, 8d. The last article will appear rather high, considering that it is the principal article exported from the island to England.

Money, weights and measures, same as England.

STEEGE (ISLAND OF MONA), DENMARK.

Charges on an English or Danish vessel of 24½ lasts, and 59 tons English, with ballast in and cargo out to Britain :—

	R	. b.	d.	c.
Pilotage up to Steege, inwards,	11	0		
Ditto ditto, outwards,	16	0		
Custom-house charges inwards,	5	59		
Ditto ditto, outwards,	31	4		

Exchange at 2s. 3d. each—about £7 3s.

R.63 63

For moneys, weights and measures, see Copenhagen.

LIST OF THE LATITUDES AND LONGITUDES OF LIGHTHOUSES ON THE COAST OF THE UNITED STATES.

The degrees of latitude are given from observations made at various stations of the United States Coast survey, and the longitudes are taken by the three solar eclipses of 1834, 1836, and 1838, reduced to the City Hall of New York as a meridian, and likewise from the meridian of Greenwich.

Names of States and Places.	Latitude.			Longitude from New York City Hall.			Longitude West from Greenwich.		
	D.	M.	S.	D.	M.	S.	D.	M.	S.
New York City Hall.....	40	42	40.9	0	0	0 E.	74	0	56.7
RHODE ISLAND.									
Point Judith	41	21	35	2	31	31 E.	71	29	25
Watch Hill.....	41	18	09	2	08	54 "	71	52	03
Block Island	41	13	24	2	25	53 "	71	35	04
CONNECTICUT.									
Stonington	41	19	34	2	06	05 E.	71	54	52
Mystic	41	18	54	2	01	03 "	71	59	54
New London	41	18	55	1	55	00 "	72	05	56
Saybrook	41	16	13	1	39	50 "	72	20	59
Faulkner's Island	41	12	38	1	21	10 "	72	39	46
New Haven.....	41	14	52	1	06	05 "	72	54	47
Stratford.....	41	09	02	0	54	11 "	73	06	46
Stratford Beacon	41	09	42	0	54	09 "	73	06	47
Sheffield	41	02	50	0	35	13 "	73	25	43
Black Rock.....	41	08	27	0	47	25 "	73	13	31
Captain Island	40	58	52	0	22	57 "	73	37	59
NEW YORK.									
Throgs Point.....	40	48	15	0	12	55 E.	73	48	01
Sands	40	51	52	0	16	36 "	73	44	21
Eaton Neck.....	40	57	09	0	36	38 "	73	34	18
Oldfield	40	58	33	0	53	15 "	73	07	41
Plumb Island	41	10	21	1	47	42 "	72	13	14
Gull Island.....	41	12	18	1	54	00 "	72	06	57
Montauk.....	41	04	10	2	08	58 "	71	51	58
Fire Island.....	40	37	46	0	47	19 "	73	13	38
Prince's Bay	40	30	22	0	12	27 W.	74	13	24
Narrows	40	35	57	0	02	53 "	74	03	50
Robin's Reef	40	39	21	0	03	34 "	74	04	30
NEW JERSEY.									
Sandy Hook.....	40	27	37	0	00	15 E.	74	00	42
Neversink	40	23	40	0	01	14 "	73	59	42
Barnegatt	39	45	54	0	05	59 W.	74	06	56
Cape May.....	38	55	45	0	57	36 "	74	58	33
Egg Island	39	10	28	1	07	59 "	75	08	56
Cohansey.....	39	20	15	1	21	15 "	75	22	12
DELAWARE.									
Christiana	39	43	12	1	30	53 W.	75	31	50
Reedy Island	39	29	57	1	33	47 "	75	34	44
Bombay Hook	39	21	43	1	30	17 "	75	31	13
Mahon's	39	10	13	1	23	41 "	75	24	38
Mispellion	38	56	34	1	18	27 "	75	19	24
Cape Henlopen	38	46	35	1	04	41 "	75	05	37
Cape Beacon	38	47	21	1	04	47 "	75	05	44
Cape Breakwater	38	47	50	1	06	06 "	75	07	03
MARYLAND.									
Havre-de-Grace.....	39	32	30	2	04	46 "	76	05	42

PORT CHARGES.—For American vessels, or those of States having reciprocity treaties :—

	<i>Dol. cts.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
Fees on entering	5	70	or 1	5 7½
Fees on clearing	2	70	or 0	12 1½

CUSTOM-HOUSE FEES PAYABLE TO COLLECTOR.—Entry of a vessel of 100 tons or upwards, 2 dol. 50 cents. Clearance of a vessel of 100 tons or upwards, 2 dol. 50 cents. Entry of a vessel under 100 tons, 1 dol. 50 cents. Clearance of a vessel under 100 tons, 1 dol. 50 cents. Every post entry, 2 dollars. Permit to land goods, 20 cents. Every bond taken officially, 40 cents. Permit to load goods, for the exportation, for drawback, 30 cents. Debenture or other official certificate, 20 cents. Official document (register excepted) required by any person, 20 cents.

FEES PAYABLE TO THE SURVEYOR.—For all other services except admeasuring and certifying, on board any ship or vessel of 100 tons and upwards, having on board goods, wares, or merchandise subject to duty, 3 dollars; for like services on board any ship or vessel of less than 100 tons, 1 dollar 50 cents; on all vessels not having on board goods, wares, or merchandise subject to duty, 67 cents.

	<i>Dol.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
Expense of loading a vessel of 300 tons in the port of				
New York, with the usual cargo exported from thence, 160	36	0	0	0
Ditto of discharging	80	18	0	0
<i>For discharging—</i>	<i>Cents.</i>			
Coals, per chaldron.....	25	0	1	1
<i>For loading—</i>				
Tobacco, per hhd.	25	0	1	1
Cotton, per bale	25	0	1	1
Flour, per bl.	3½	0	0	1½
Flax seed, do.	7	0	0	3½

WHARFAGE.—Vessels under 50 tons, 50 cents per day, = 2s. 3d.; and for every 50 tons more, 12½ cents additional, = 7d.

N.B.—Wharfs are all private property.

HARBOUR-MASTER'S FEES.—On vessels unloading, 1½ cent per ton. Vessels paying foreign duties and tonnage, double, which must be paid within forty-eight hours after arrival. Schooners and sloops in the coasting trade, 2 dollars. For adjusting any difference respecting situation, 2 dol.

PILOTAGE.—Every pilot who shall take charge of any vessel to the eastward or southward of the White Buoy on the eastern ridge near the bar, and conducts and moors safely such vessel to a proper wharf, or from the city to the southward or eastward of said buoy, is entitled by law to the following rates, viz. :—For vessels of the United States, and those who are entitled by treaty to enter upon the same terms as American vessels, the sums which follow :—Every vessel drawing less than 14 feet, 1 dollar 50 cents per foot; vessels drawing 14 and less than 18 feet, 1 dollar 75 cents per foot; vessels drawing 18 feet or upwards, 2 dollars 25 cents per foot. The same rates of pilotage to be allowed for any vessel that may be piloted any where within the Hook, whose master or owner does not wish the same to be brought to the city wharfs. Half pilotage only to be allowed to any pilot who shall take charge of a vessel to the westward of the White Buoy. No pilotage whatsoever to be given to any pilot unless he take charge of a

vessel to the southward of the upper Middle Ground, nor unless such vessel shall be of 70 tons burden, provided the usual signal be not given, in which case half pilotage is to be allowed. Between the 1st of November and the 1st of April, inclusive, 4 dollars additional to be allowed for vessels of 10 feet water and upwards; if less than 10 feet, 2 dollars. One-fourth additional to be given to the pilot who shall take charge of vessels out of sight of the light-house. For every day any pilot shall be required to remain on board, 3 dollars per day. Foreign vessels, not entitled by treaty to enter on the same terms as those of the United States, to pay one-fourth additional to the pilots, and also 5 dollars over and above the foregoing rates of pilotage.

WARDENS OF THE PORT.—Vessels and goods arriving in a damaged state, and required to be sold by auction for the benefit of underwriters out of the city of New York, must be under the inspection of the wardens, who may be required to certify the cause of the damage, and amount of sale and charges. *Fees.*— $1\frac{1}{2}$ per cent. on gross amount of sales; and for each survey on board of any vessel, at any store, or along the docks or wharfs, 3 dollars on damaged goods; each survey on hull, spars, rigging, &c. 5 dol.; each certificate, 1 dol. 25 cents; certificate of distress of said vessel, 2 dol. 50 cents. Same services for vessels paying foreign duties and tonnage, double.

TONNAGE DUTY.—On American vessels, and the vessels of Denmark, Central America, Netherlands, Hamburg, Bremen, Lubeck, Prussia, Sweden, Norway, Oldenburgh, Russia, Austria, Brazil, Hanover, Papal Dominions, Portugal, and Sardinia, from whatever port or place, and on French vessels coming from Martinique and Guadeloupe, *free*. On French vessels from other ports, and on all other foreign vessels (except as above enumerated), coming from ports where Americans are permitted to trade, 1 dollar per ton; and from ports where Americans are not permitted to trade, 2 dollars 50 cents per ton. On Spanish vessels, coming direct from Spain, 5 cents per ton.

Moneys.

			<i>s.</i>	<i>d.</i>
Dollar, val. 10 dimes, wt. 416 grs. stand. silver,			= 4	3.75 sterling.
Half dollar, 5 do. 208 do.		"	= 2	4.67 "
Quarter, $2\frac{1}{2}$ do. 104 do.		"	= 1	9.93 "
Dime, 10 cents, 41 3-5ths		"	= 0	5.46 "
Half dime, 5 do. 20 4-5ths		"		

Standard silver is 1,485 parts pure, and 179 alloy.

Coins of the United States decimally divided.—10 mills make 1 cent, 10 cents 1 dime, 10 dimes 1 dollar, 10 dollars 1 eagle.

New Weights and Measures.—The avoirdupois pound to be derived from the troy pound of the mint by the legal proportions of 5.760 grains, which constitute the troy pound, to 7.000 grains troy, which constitute the avoirdupois pound. The liquid measure to be the wine gallon of 231 cubic inches, and the dry measure the Winchester bushel of 2,150.42 cubic inches, according to the standard of 36 inches adopted as the English yard.

Rules for reducing the Currencies of the different States into each other.

To reduce the currencies of New Hampshire, Massachusetts, Rhode Island, Connecticut, and Virginia, into those of New York and North

Carolina—to the given sum add one-third part thereof. Of Pennsylvania, New Jersey, Delaware, and Maryland—to the given sum add one-fourth thereof. Of South Carolina and Georgia—from the given sum subtract two-ninths thereof.

To reduce New York and North Carolina into New Hampshire, Massachusetts, Rhode Island, Connecticut, and Virginia—from the given sum deduct one-fourth thereof. Into Pennsylvania, New Jersey, Delaware, and Maryland—from the given sum deduct one-sixth thereof. Into South Carolina—to the sum given add one-sixth, then take one-half of the whole.

To reduce Pennsylvania, New Jersey, Delaware, and Maryland into New Hampshire, Massachusetts, Rhode Island, Connecticut, and Virginia—from the sum given deduct one-fifth thereof. Into New York and North Carolina—to the sum given add one-fifth thereof. Into South Carolina and Georgia—multiply by three and one-ninth, and divide the product by five; or multiply by twenty-eight, and divide by forty-five.

To reduce South Carolina and Georgia into New Hampshire, Massachusetts, Rhode Island, Connecticut, and Virginia—to the given sum add two-sevenths thereof. Into Pennsylvania, New Jersey, Delaware, and Maryland—multiply the given sum by forty-five, and divide by twenty-eight. Into New York and North Carolina—from the given sum subtract one-seventh, and double the remainder.

LIMA, OR CALLAO.

Charges on a British vessel of 200 tons, with cargo in and ballast out:—

90 tons or 6 Launch loads ballast, with their respective		
duties, at 18 dollars per load,	...	D.108 0
Advertising vessel for freight at Lima,	...	3 0
Consul's fee,	...	4 6
Postages and petty expenses,	...	6 0
Brokerage for transacting business,	...	100 0
Port agent's account on 658 dollars,	...	84 3

Exchange, 4s. 6d. per dollar, or £61 5s. D.306 1

The charge for expenses of captain proceeding from Callao to Lima and back varies from $4\frac{1}{2}$ to $6\frac{1}{2}$ dollars, on account, probably, of the time occupied.

Commission on freight recovered, or for procuring freight, 5 per cent.

Her Majesty's government has received information that the government of Peru has imposed an *ad valorem* duty of six per cent. on the exportation of logwood; and that a decree was issued on the 21st Jan., 1843, by the government of his excellency Gen. Vidal, suspending the effects of the resolution that had been issued by the government of Peru, on the 30th October last, declaring that the owners and shippers of goods to the ports of Peru, as well as the masters of vessels bound thereto from foreign ports at which Peruvian consular agents might be resident, shall obtain from such consular agents, for presentation at the custom-house of that republic, certain certificates, according to forms annexed to that resolution, and that the presentation or omission to present such documents would produce the same effect as the presentation or omission to present the manifest of a vessel.

Money, weights, and measures, same as Spain. See Cadiz.

(Continued from pages 36 and 37.)

Quarantine is strictly enforced at Trieste, and the establishments for facilitating its performance are complete and efficient. The Board of Health at this port is the central or principal one for the Austrian States; and maintains an active correspondence with all the principal ports, both in the Mediterranean and elsewhere. There are two lazarettos—that called St. Teresa, or Lazaretto *Nuovo*, is appropriated to vessels from the Levant and Egypt, which are, for the most part, subjected to the long or full quarantine of forty days. It is spacious and properly guarded, having a sufficient number of military and medical officers and assistants, with extensive quays and magazines for housing and airing goods, dwelling houses and apartments for resident officers and passengers, &c. It is, in fact, one of the most perfect establishments of the kind in existence. The other, or old (*Vecchio*) lazaretto, contiguous to the great mole, is appropriated to ships and passengers performing a quarantine of not more than twenty-eight days; and, though inferior to the former, is sufficiently capacious and convenient. The sanitary offices, including that of harbour master, are near the centre of the port; where also are moored vessels under observation for a term not exceeding eight days. Here also are facilities for communicating *viva voce* with persons under quarantine; and spacious warehouses, with adequate guards and other officers. But, notwithstanding these conveniences, if a vessel arrive having an infectious malady on board, she is not allowed to enter either lazaretto at Trieste, but is sent to an island near Venice, fitted out for the purpose, where assistance may be afforded with less risk of propagating infection. The ordinary Board of Health consists of a president; two assistants, one of whom is a doctor of medicine; and three provisors, two of whom are merchants.

CHARGES ON ARRIVAL.

		Currency.	Sterling.
		<i>Fl. kr.</i>	<i>s. d.</i>
In pratique:			
Entry with or without cargo, ships 100 tons & upwards	...	1 30	3 0
50 to 99	...	1 0	2 0
15 to 49	...	0 17	0 6·8
In quarantine:			
For the interrogatory of master	...	1 30	3 0
For do. of guardian on admission to pratique	...	0 34	1 1·6
In pratique:			
DEPARTURE.			
Bill of health, ships 100 tons and upwards,	...	0 45	1 6
50 to 99	...	0 30	1 0
15 to 49	...	0 9	0 3·6
Certificate of goods shipped in pratique	...	0 17	0 6·8
In quarantine:			
Patent	...	1 8	2 3·2
Pay of the guardian on board during the performance	...		
of quarantine, per diem	...	1 8	2 3·2
His provisions, do.	...	0 20	0 8

Quarantine Dues payable on Goods.—Non-susceptible goods pay *ad valorem* at the rate of 6 kreutzers per 100 florins or 1 mille. Susceptible goods pay an extra charge, according to tariff, or to circumstances. Besides

the above *ad valorem* duty, goods not susceptible pay 4 kreutzers ($1\frac{3}{4}$ d.) per every 1,000 lbs. weight of Vienna. Grain is subject to an extra charge of about $\frac{1}{2}$ per cent.

Customs Regulations.—The Custom-house at Trieste has nothing whatever to do with the entry, reporting, &c. of vessels. When a ship arrives, she is reported to the Health Office, which publishes a list of arrivals and departures, with a statement of their cargoes, as they appear in the manifests. Ships are cleared by the same office; the masters being assisted by the consuls of the country to which they belong. As soon as a vessel has performed quarantine, she loads or unloads without any interference or inspection by the customs officers, or by any one else. Goods unsuspceptible of contagion may be landed during quarantine.

Brokers, Commission Merchants, Brokerage, &c.—There are a few exceptions to the freedom generally enjoyed of settling and exercising any trade at Trieste. Brokers, for example, are limited in number, and appointed by the Chamber of Commerce. They are obliged to give security, are under various regulations, and may not themselves trade as principals. They are of three classes: 1st, brokers for the sale and purchase of merchandise, who are again subdivided into particular classes, according to the articles they are conversant with, as grain, oil, cotton, drugs, hides and leather, colonial produce, manufactures, &c.; 2d, bill brokers, or exchange agents; and 3d, ship and insurance brokers. Such authorised brokers are alone allowed to extend contracts, certificates, surveys, or other documents; and they are considered as public functionaries, whose depositions are received as legal evidence.

Any one may be a commission merchant or factor, but he may not issue printed circulars or lists of prices; nor will his books, however regularly kept, be considered as evidence in a court of justice, unless he is *matriculated*, for which the possession of a certain amount of capital is required. This, however, is little more than mere form, and a great deal of business is done by persons acting both as merchants and brokers, without being duly authorised.

The usual rate of a merchant's or factor's commission on the purchase of goods is 2 per cent.; on sales, $\frac{1}{2}$ per cent.; *del credere* is sometimes added.

A merchant's commission for collecting freight and doing other shipping business is two per cent. on the inward cargo; and by custom of the place, the house to which a ship is consigned or recommended by the charterers is entitled to a commission of two per cent. on the outward cargo, whether it has or has not been instrumental in procuring the goods that are laden outwards.

A broker's commission for freighting a ship or procuring a charter is two per cent. This does not include the charge for writing charter, or for any other services performed in the clearance. In case of general cargoes, when the broker has to collect goods from different merchants, he charges three per cent. commission. A bill broker's commission (courtage) is sometimes 1 per mille, more commonly $\frac{1}{2}$ per mille. Brokerage for the sale or purchase of merchandise varies from $\frac{1}{4}$ per cent. to 1 per cent., according to circumstances and the nature of the article.

Timber at Trieste is excellent, workmen good, and their wages moderate; so that it is a very favourable place for careening and repairing. Water

is very good, but rather scarce; so that, if a large supply be required, due notice must be given. Ships are served in regular rotation. Beef is very good, but rather high priced. Butter and cheese are dear, and fuel is excessively so. On the whole, therefore, Trieste cannot be considered as a favourable place for the provisioning of a ship.

Money.—The Austrian florin of the standard of 20 to the Cologne mark, is almost exactly 2 shillings sterling.

Weights.—One Vienna pound is equal to 1.235 lb avoirdupois, hence the centner of 100 Vienna pounds is equal to 123.5 or $123\frac{1}{2}$ lb avoirdupois. In the Lombardo Venetian kingdom, the centner of 100 kilogrammes is still the weight used in levying the duty; the difference between 100 kilogrammes is equal to 78.8 lb of Austria being allowed.

CAMPEACHY.

Dues on a British vessel of 196 tons, with ballast inwards and cargo outwards:—

Tonnage duty on 196 tons, with 10 per cent. on the British register additional, $1\frac{1}{2}$ dol. per ton,	D.321	5 $\frac{1}{2}$
Board of health,	4	0
Captain of the port,	7	4
Hospital, 6 dollars; anchorage, 3 dollars, ...	9	0
Bill of health, 6 dollars; clearance, 6 dollars,	12	0
Consul's fees,	4	0
Pilotage in and out,	39	0

Or about £89 7s.

D.397 9 $\frac{1}{2}$

Exchange, 4s. 6d. per dollar.

Money, weights, and measures, same as Spain. See Cadiz.

The commercial advices received from Merida, Campeachy, notices the fact that the Government of Yucatan had issued a decree establishing an entrepôt for imported goods at that place. As British trade is increasing in that direction, it may be of use to give the details. The following are the provisions of the decree:—

Art. 1. A mercantile depôt is to be established in the port of Campeachy, where all goods may be stored for one year, without being liable to duty, on paying two per cent. for storage, which two per cent. is payable within thirty days after the goods are entered.

2. Goods or merchandise taken from the depôt before the end of the year, for exportation, are not subject to either State or municipal duty.

3. Goods or merchandise taken from the depôt for the State market, or which have remained a whole year in the depôt, will pay both State and municipal duty.

4. Provisions, pitch, and inflammable stuffs, empty vessels of every description, and naval stores, are prohibited from being stored in the depôt.

5. The government of the depôt will be administered by officers appointed by the State.

The supplies of timber from Campeachy are at present short in the markets of London and Liverpool, at least as far as respects good-sized logs of mahogany. The timber trade generally is good for select samples.

According to the observations of Captain Farr, of the *Ann of Bristol* just discharged at the Broomielaw, and who had the honour of bringing last year the first cargo of African guano to Great Britain, the island of Ichaboe—in which the quality is of a superior kind—is situated in 26.19 of south latitude, and 14.50 of east longitude, four days' sail north of the Cape of Good Hope, and fourteen degrees south of the Portuguese settlement of Benguela. It is a small rocky islet, about two and half miles from the mainland of Africa, on which, at a distance of half a dozen miles, is a native settlement, and from the inhabitants giving the name of Ichaboe to the island, it has been retained by the same title in our language.

The manner in which the guano treasures on this coast were opened up to the enterprise of British merchants is both curious and interesting, and the following recital of it is, we believe, the correct one. An American trader having observed the interest which the importation of Peruvian guano was creating in Britain, as well as the high prices which it readily commanded in the market, was reminded of the circumstance that he had seen large deposits of a similar substance on the coast of Africa, and he accordingly published a short narrative of his observations in an American journal. This account fell under the notice of an English captain, who transmitted it to his relatives in Liverpool, and by them an expedition of, we believe, five ships was fitted out in the close of 1842, for the purpose of being loaded with the African guano for the British market. The instructions, however, which were given to the masters of these ships must have been of an imperfect kind, for four of them returned without having succeeded in the object of their search, and the fifth, namely, the *Ann of Bristol*, was nearly in the same position, when accident revealed the *El Dorado* which was destined to exert such a potent influence in fertilizing our soil. Captain Farr happened to be at Cape Town, and one morning stepped into a coffee-room for breakfast, and while partaking of his repast, he entered into conversation with the master of an American whaler or sealer, to whom he explained the regret he felt at being likely to return to England without being able to fulfil the object of his mission. The American bethought himself for a moment, and then stated that he had been on shore on some islands of the exact description which the other was in quest of; and, in short, he gave Capt. Farr such information as enabled him to find out the island of Ichaboe, and take the first cargo from a deposit which may have been in the course of accumulation from the earliest ages in the world's history. With this cargo he sailed for England, and having put in at a port on the coast of Ireland, in July, 1843, he there found instructions awaiting him, which directed him to proceed to Dumfries and unload; and he immediately proceeded to Carsethorn on the Solway, where the *Ann* was discharged, and the guano carried to Liverpool in lighters. Notwithstanding the secrecy with which these proceedings were managed, some hints respecting them reached the ears of the highly respectable firm of Alex. and John Downie, of Glasgow, who despatched their confidential manager, Mr. Moncrieff, with the view of obtaining such information as would open up the African guano stores more generally to British industry. A negotiation was accordingly begun at Dumfries, and terminated at Bristol, the result of which was that Captain Farr agreed to proceed again to Ichaboe, and at the same

time point out the way to a fleet which was despatched by the Messrs. Downie, with sealed instructions, in the autumn of 1843. Already several of these ships have arrived in Scotland, while one of them has discharged a cargo in the West Indies; and the matter being no longer a secret, a number of vessels were, at the date of the last advices, loading at Ichaboe for various ports in Great Britain. Guano is also obtained at Angra Pequena, forty miles south of Ichaboe, but it is not by any means held in such high favour as the product of the latter. It is much to be wished, indeed, that these additional supplies might be the means, by reducing the price of the article, of enabling the farmer to use it on a more extended scale; but there seems to be little prospect of this in the meantime, for the demand more than keeps pace with the supply—a great number now taking the article who never used it before, and those who formerly took cwts. are now taking tons.

At the time of Captain Farr's first visit, the island was covered with penguins, gannets, &c., but principally the former, in numbers which altogether defied calculation. They seemed to have no acquaintance with, nor fear of man, and, in fact, offered a resistance to his encroachment on a domain which had been peculiarly their own for thousands of years. Since the crews of so many ships, however, were located at the island, the birds have almost entirely deserted their former territory, and retired to fulfil the purposes of their nature in more remote and inaccessible shores. The specimens of the penguin from Ichaboe which we have seen are about two feet in height, and as a great portion of their time is spent in the sea, they are furnished with small flaps or paddles, instead of wings, which enable them to progress through the water with great velocity, though they are unable to fly. The female lays and sits upon one egg at a time, and a hole scratched in the deposit serves all the purposes of a nest. In this way a succession of incubations go on for several months in the year—the young bird making its way to the sea as soon as it is able. It is the opinion of the seamen, however, that vast numbers of them never reach their destined home in the waters, but are crushed to death in their progress to it by the dense battalions of birds which have almost to maintain a struggle for bare standing room; and in this way the guano heaps are increased as well by the bodies of the birds as by their droppings. The bodies of seals are also found on the surface of the guano deposits, which leads to the belief that they may have occasionally taken shelter there from a storm or hurricane, and having been overpowered by the potency of ammoniacal vapour, have been unable to return to the water, and died where they lay. The guano which is brought to this country is found under a loose covering of decayed birds, recent dung, &c., and it is so firmly imbedded that it requires to be dug out by the laborious operation of the pick-axe. When thus disengaged, it is put into bags, and transferred, by means of a sort of rope ladder, from the island to the boat, which lies at the outer edge of the surf, and from thence it is daily emptied into the hold of the vessel, which is anchored at a short distance. Ten men will lift about 15 tons per day, but the operation is a very laborious one, and the sun is so powerful that few of the crews escape without having their faces and hands blistered so that the outer skin is peeled off. The trip to or from the island extends to from 55 to 70 days, or including the time necessary to take in a cargo, the voyage out and

home extends to from six to seven months. When Captain Farr left Ichaboe, he estimated the deposit on that island alone to extend to 1000 feet in length, by 500 in breadth, with an average depth of 35 feet—containing, perhaps, from 700,000 to 800,000 tons. It is evident, therefore, that this supply will soon be exhausted in fertilising the soil of Great Britain and her dependencies, but it is to be hoped that vast stores of it yet exist, which have hitherto never been disturbed by man.

There are no charges of any description at this place.

SINGAPORE.

TRADE AND COMMERCE.—This flourishing settlement, which has long been the chief emporium for the trade and commerce of the Eastern hemisphere, is rising daily into greater importance, in consequence of the recent opening of the ports of China. As a commercial mart and key to the navigation of the seas in which it is situate, this settlement is of incalculable importance.

A small strait, in some parts scarcely a quarter of a mile wide, divides the island from the main land. Its greatest length is about twenty-seven miles from east to west, and the extreme breadth from north to south is fifteen miles; the estimated area being about two hundred and seventy square miles. A great number of small desert isles (like Singapore, evidently of submarine origin), are scattered round at a distance of a few miles.

The rise and progress of the settlement is entirely attributable to the energy and enterprise of British merchants; for when founded early in 1818, by Sir Stamford Raffles, it was inhabited only by a few hundred Malay fishermen. It has now become next to Batavia, the greatest commercial port in the Eastern Archipelago, and is of great importance to the East India Company.

Singapore is in every respect a free port, there being neither import nor export duties, nor harbour or shipping dues—vessels of every nation are free of all charges. The intercourse with China, the Eastern Peninsula, and the islands in the Archipelago, is conducted by natives in junks, prahus, and craft of the most varied description—every year showing an addition to their number and to the places in which they have been equipped. If to these be added the European, Indian, and American vessels, the whole amount of the shipping annually entering Singapore is considerably upwards of 300,000 tons.

By the shipping returns published, it appears that the number of square-rigged vessels, native prahus, &c. which imported and exported in the official year 1842-43, was as follows:—

IMPORTED.

		Tons per register.
Square-rigged vessels,	870	286,351
Junks, boats, &c.	2490	64,268
		<hr/>
		355,619

EXPORTED.

Square-rigged vessels,	814	269,026
Junks, boats, &c.	2514	59,477
		<hr/>
		328,503

In the foregoing are not included 77 transports, 35 English men-of-war, 3 Foreign ditto, 14 steamers, and 14 coast vessels.

Singapore derives its importance solely from being an *entrepôt* for the commerce between Eastern and Western Asia, and also between the latter and Europe. For this it is admirably situated by its geographical position, being in the direct tract of vessels going betwixt the Indian and Chinese Seas, and in the immediate vicinity of the Malay Peninsula, and the richest of the Indian islands. There is scarcely a port whose trade is so diversified as that of Singapore. The chief Asiatic productions to be found in its market are gold dust, pepper, Banca tin, betel-nut, edible birds' nests, coffee, raw silk, sugar, tortoiseshell, bêche-de-mer, cassia, sago, ebony, gambier or catechu, gunnies, rattans, and a multitude of other articles, the produce of the Eastern Islands, Siam, Annam, and the Phillipines, which are re-exported principally to England, China, and India, in exchange for British cottons, woollens, iron, hardware, fire-arms, Chinese articles, Indian piece-goods, opium, &c.

There are a great number of sago manufactories on the island, which afford employment to several hundred Chinese manufacturers. The sago is imported in its rough state from Borneo.

So far as the present information goes, it appears that our trade with Singapore is firmly established and maintained, and every prospect exists, according to the remarks contained in the Singapore papers, of our merchants continuing to take the lead in that quarter of the world. The Americans have not made much progress in this chief mart of the East.

We have been favoured with the official report of the trade of Singapore for the official year 1842-43, from which we extract a view of the commerce of the settlement. The tabular statements on which the report is founded are compiled with great care from the vouchers furnished by the merchants and traders, but they must by no means be considered as perfectly accurate, and it is believed that the actual amount of business transacted exceeds considerably what is shown by these tables. There is an apparent decrease in the trade, but we believe that is solely to be attributed to the diminished importation of two articles only, viz.—opium and cotton—the general trade has not diminished, and with China, where the greatest fears were entertained of a falling off, there is a decided improvement on the whole.

The value of imports into Singapore for the official year ending 30th April, 1843 (exclusive of the intermediate trade with Pinang and Malacca), aggregated dollars 1,243,251, exhibiting a decrease compared with the preceding year of drs. 659,269. This decrease is attributable to a falling off in the trade with the ports of Calcutta, Bombay, Siam, and Celebes.

The exports from Singapore for the same period amounted in value to drs. 10,783,324, showing an increase over last year of drs. 237,812.

The whole imports and exports for the period under notice were drs. 23,218,575, and the intermediate trade with Pinang and Malacca during the same period netted drs. 1,401,668, making the entire value of the trade £5,535,565 sterling. This amount is exclusive of the value of goods transhipped in the harbour, which, from the official statements appears to have been considerable.

The yearly-increasing extent of the commercial intercourse with Great Britain, both as regards value and extent, is calculated to afford much gra-

tification. In cotton goods, which forms the most considerable article of import from Great Britain, a considerable increase was reported last year, which has continued during this; and the like is the case with the general trade, and especially in the staple article of cotton twist.

The imports from Great Britain in the official year 1842-43 amounted to drs. 2,847,577, exhibiting an increase over the previous year of drs. 166,203. The principal articles imported consisted of cotton twist 7,726 piculs,* valued at drs. 327,023; cotton and woollen goods, 404,904 pieces, 12,478 corges,† 52,218 dozens—long ells, 5,280 pieces, striped lists, 1,858 pieces, camblots, 2,055 pieces—caps, blankets, &c. altogether of the estimated value of drs. 1,622,627; iron, steel, and other metals, drs. 121,547; iron guns, muskets, fowling-pieces, and other munitions of war, drs. 61,300; flint stones, piculs 18,724; and gunpowder, piculs 2,777; together with various other articles.

The exports to Great Britain during the same period amounted in value to drs. 1,405,400, exhibiting a decrease compared with the preceding year of drs. 324,740. In the articles of gambier, tea, and tin, there is noticeable a considerable increase. The principal articles exported during this period were, gambier, 125,033 piculs; sago pearl and flour, 22,471 piculs; pepper, 13,753 piculs; tea, 17,017 piculs; tin, 10,215 piculs; camphor, 1,911 piculs; and antimony ore, 8,286 piculs.

The nett imports and exports between the two places aggregated drs. 4,252,977, being nearly one-sixth of the whole trade of the port. During the same period 114 British registered vessels, amounting to 37,010 tons, arrived from and departed for Great Britain, being a considerable increase over the previous year.

The magnitude and importance of the commercial intercourse with the mother country is sufficiently obvious from the preceding statements, and as there can be no doubt that it is in a great measure owing to the entire freedom from restrictions of any kind on commerce which prevails at Singapore, it is to be hoped that no such measures may ever be imposed to check or arrest the progressive advancement of this settlement.

* Picul, a common Chinese weight of 100 catties, or 1600 taels, equal to 133½ lbs. avoirdupois.

† A score.

KERTSCH.

Dues on a vessel of 196 tons, with ballast inwards and cargo outwards:—

Quarantine dues,	Roubles 51 70
Custom-house do.	111 68
Consular charges,	30 0
Bribes to officers,	50 to 60 0

Making about £15 13s. 4d. R.313 38

Exchange, 20 roubles to £1 sterling

No pilot is allowed to go off to ships bound to Kertsch, on account of the quarantine regulations. Ships chartering to load at Kertsch commonly get the same freight as is given from Odessa; but they would require to have 2s. 6d. more per ton for tallow.

Ships that are chartered to load at Kertsch would do well to get clear of

their ballast before they enter the bay. Ships drawing upwards of 12 feet would have to lie so far out that they will, in the winter, be in danger of being carried away by the ice. On the first appearance of the ice, it will be the best plan to get under weigh, and run for Ambelaki bay, which is about 8 miles S.W. of Cape Makbonrum, the south side of the bay of Kertsch; in which bay vessels can lie, in 17 or 18 feet water, entirely out of the run of the ice, and sheltered from all winds, except the S.S.E., which never blows strong.

For money, weights, and measures, see Petersburg, p. 41.

HAMBURGH.

Hamburgh is the greatest commercial city on the Continent. Vessels drawing 14 feet at neaps, and 18 feet at springs, come up in safety. Vessels drawing more water must unload and load at Cuxhaven by means of lighters.

PILOTAGE.

The Hamburgh pilots take charge of vessels only from the Red Buoy to Freyburgh or Glückstadt.

For each Foot, Hamburgh Measure, which a Vessel draws :

	During the six Summer Months, from 1st Mar. to 1st Sept.		During the remaining six Winter Months.	
	Marks	Currency.	Marks	Currency.
Vessels coming northwards, and colliers,.....	2	0	3	0
All vessels, smacks, and kayen, drawing more than 4 feet water, and in ballast,	2	0	3	0
Vessels laden with salt or corn, wheresoever they may come from,.....	3	0	4	8
Vessels which, besides salt, corn, or ballast, have one-third of the cargo consisting of piece goods,	4	0	6	0
Vessels laden with herrings,.....	2	0	3	0
All vessels laden with wine, oil, vinegar, train oil, iron, lead, packages, or bags, and all vessels coming from foreign parts, whether laden or not,	4	0	6	0
All smacks going between Holland, Friesland, and Hamburgh, with piece goods, ...	4	0	6	0

Half Pilotage only.—N.B.—In case the Hamburgh pilots enter a vessel only within the first buoy beyond the Rosshacken, Strangfly, or Cuxhaven, half the above-mentioned pilotage is paid. Also half pilotage must be paid at all events, whether the vessel has taken a pilot from the pilot galliot or not.

Pilotage Earned.—The above pilotage is earned if vessels are brought as far as Freyburgh or Glückstadt, and when, from stress of wind or weather, which seldom happens, the Hamburgh pilots take vessels to Wittenberg or Neumühlen, they are to pay, without distinction :—

	Marks currency.	
To Wittenberg,	1	0
To Neumühlen,	1	8

Pilotage all the Way.—For pilotage the whole way from Cuxhaven to

Hamburgh, there is no table of rates, for, generally speaking, the Hamburgh pilots do not take vessels up beyond Boesch.

From Boesch to Hamburgh.—Vessels are generally piloted from Boesch to Hamburgh by Danish or Hanoverian pilots, to whom it is customary to pay three marks.

Every vessel coming from sea into the Elbe, and drawing four feet water, is directed to take a pilot on board, and must pay pilotage though she do not take one. However well the signals, lights, beacons, and buoys may be arranged, an experienced pilot is very necessary, in case of a fog in the night, or of a storm. To take in a pilot, a vessel must heave to by the pilot galliot, which lies, in good weather, near the red buoy; and in bad weather, N.N.E. from Neuwerk, and is known by having at the flagstaff an admiral's flag, and a long streamer flying at the top. If the pilot boat have no pilot on board, or if the weather be so bad that the pilot cannot leave her, she lowers her flag, and then the vessel coming in must sail, with the signal for a pilot hoisted, to Cuxhaven, and heave to there, where she is certain of getting one.

There are no docks or quays at Hamburgh. Vessels moor in the river, outside of piles driven into the ground a short distance from the shore; and in this situation they are not exposed to any danger, unless the piles give way, which rarely happens. There is a sort of inner harbour formed by an arm of the Elbe, which runs into the city, where small craft lie and discharge their cargoes. Larger vessels load and unload from their moorings, by means of lighters. These carry the goods from and to the warehouses which front the various small arms and channels of the river, and the canals carried from it into different parts of the city. The charges on account of lighterage are extremely moderate.

Custom-house Regulations.—On passing Stade, the masters of vessels must send their papers, including the manifest, bills of lading, and cockets, on shore, that the amount of the Stade duties may be calculated. On the vessel's arrival at Hamburgh, the broker reports her to the Custom-house, and gives his guarantee for payment of the duties. He either delivers her papers, or undertakes to deliver them as soon as they can be got from Stade; and, upon a receipt being produced for the Stade duties by the Hanoverian authorities at Hamburgh, the vessel is allowed to unload. On clearing, a manifest of the outward cargo, together with the consul's certificate of the regularity of the ship's papers, must be produced at the Custom-house by the broker, who obtains in return a clearance certificate, authorising the vessel to go to sea.

LASTAGE AND CUSTOM-HOUSE CHARGES.

For vessels arrived with cargoes from the under-mentioned places, viz.

Places.	For every Commercial Last.	
	Mks.	sk.
The East Indies,	3	0
West Indies, North and South America, ..	2	8
Portugal, Spain, and the Mediterranean,	2	0
The rest of the European ports,	1	8
Holland, East Friesland, the Weser, Eyder, and Jutland,	0	12
For vessels under 20 commercial lasts, without distinction, ...	0	4
Vessels arriving and departing in ballast, of upwards of 20 commercial lasts,	0	8

For all vessels laden with coal, wood, or turf, no lastage is paid, provided they do not take return cargoes.

Half Lastage.—Vessels arriving in ballast and departing with a cargo pay half the above lastage, according to their destination.

N.B.—Exclusive of the above dues, vessels coming to the port of Hamburg are obliged to pay certain dues to Hanover, called Stade or Bruns-hausen dues. Those are rated according to the number of the vessel's masts, and are over and above the Stade duties on the cargo.

Money.—Accounts are kept in marks. There are two kinds of marks, viz. —banco and currency. The former is worth 1s. 5½d. The current mark is generally reckoned at 1s. 2d. There are 16 schillings to a mark, and 12 pfennings to a schilling.

Weights and Measures.—In January, 1843, the following came into operation:—The silver weight, the apothecary, and the commercial weight. It is only with the latter we have to do, which is as follows:—A commercial pound is equal to 32 oz. 1 centner is equal to 112 lbs. A schiffpfund is equal to 280 lbs. 100 commercial lbs. are equal to 106,838 lbs. English or avoirdupois. The Hamburg foot is equal to 11,289 inches English. 100 feet Hamburg are equal to 94 English. 10 Hamburg lasts are equal to 108 8.10 imperial quarters. The last is divided into 60 fass. The Hamburg last, or commercial ship last, is equal to 3 tons, or about 6000 lbs.

SAILING DIRECTIONS FOR THE RIVER ELBE.—APRIL, 1844.

1. Coming from sea with a northerly or N.W. wind it is desirable to make Heligoland before running in for the river. There is a light vessel and also a red buoy at the mouth of the Elbe, the former 17, the latter 19 miles S.E. by S. from Heligoland. The light vessel has three masts; she is painted red, with "Elbe" in white letters on her side. She carries a red flag at the main by day, and from sunset to sunrise a single fixed light about 30 feet above the level of the sea, and she in 11 fathoms at low water. Neuwerk High Tower, Scharhorn Beacon, and red buoy in a line, bearing S.E. by S., the Salter two miles distant coming from Heligoland with the first of the flood. The course is S.S.E. to the light vessel; with half-flood, S.E. by S., and with the first of the ebb S.E. You will then shoal on the water gradually from 20 to 10 or 9 fathoms, with the blue mud very sticky.

2. The tail of the Vogel stretches across the river in this direction, and you have more water after crossing it, and on getting nearer to the station of the light ship. When the light vessel bears S.E. by S. six miles, you will have 9 to 10 fathoms very dark sand and mud; when bearing S.E. or S.E. by E. at the same distance, the bottom is blue mud, and occasionally mussel shells. The pilot galliot, when weather permits, lies E. S.E., two miles from the light ship, E. by N. one mile from the red buoy in ten fathoms water. She is distinguished by a large red vane, and as long as there are any pilots on board, she has the Hamburg Admiralty flag by day, and a light by night when ships are coming in. Ships entering the Elbe are required to hoist the usual signal for pilot at the fore by day, and to show a light by night, when approaching the pilot galliot, and to heave to in sufficient time to enable the boat to come alongside, as near the galliot as practicable.

3. In bad weather, when it is not practicable to board vessels at her proper station, the pilot galliot removes to her inner station nearer to Neuwerk. In such cases, ships will do well to attend to the following directions:—Pass to the northward of the outer light vessel, then steer E.N.E. until the inner light vessel bears S.E. or S.E. ½ E., then steer direct for her, leaving her on the larboard side, then steer S.S.E. or S.E. by S. till you can get close to the black buoy E., where, if you do not find the pilot galliot, you may anchor in six fathoms. The buoys will be found to be a very good guide; in going in, leave the black on the starboard and the white on the larboard side. The white on the north side of the channel are nun buoys, the black on the south side are can buoys.

4. Coming in at night, when Neuwerk high light comes above the horizon from the

deck, you will then be about eight miles from the red buoy; bring it to bear S.E. by S., and steer for it; when the low light at Neuwerk is seen you will not be far from the outer light vessel; pass to the northward of her, and steer E.S.E., till the inner light vessel bears S.E. $\frac{1}{2}$ E. This vessel has two masts, shows two fixed lights, one over the other, eighteen feet apart, is painted red, with "Elbe" in white letters on her side, and carries, during the day, a horizontally divided blue and white flag at the main. When you have brought her to bear S.E. $\frac{1}{2}$ S., steer directly for her, leave her on your larboard side, and bring her to bear (*directly after passing her*) N.N.W., then steer S.S.E., care being taken to keep the light ship N.N.W., and keeping a good lead going. You will shoal regularly from 13 to 6 and $6\frac{1}{2}$ fathoms, when you will be close to the black buoy 6, Neuwerk light bearing S. by W. Take notice, however, that before getting so far as this you may possibly have one cast of 6 fathoms on the tail of the sand reef which stretches into the channel; it is very narrow, and you deepen in 7, 8, and 9 fathoms again. When you can make sure of having got soundings on the S. side of the channel, near the black buoy, in $5\frac{1}{2}$ fathoms, steer off to the N.E. into 6 or 7 fathoms, and anchor immediately. The channel is narrow here, and this is the inner station of the pilot galliot, which carries a light by night, and will supply vessels with pilots, that show a light even at night, wind and weather permitting.

5. It is advisable, with the wind to the southward of west, as soon as you have sounded on Borkum Reef, to steer easterly along the south shore, in 14 to 15 fathoms, till you reach midway between Heligoland and Wangeroog. You are then E.S.E., about 16 miles from the red buoy; steer then E.S.E., and keep the lead going. On this course you will find 17, 16, 15, 14, 13, and 12 fathoms, with a blueish sticky ground; if too southerly, you will have 9 to 10 fathoms (solid ground), and must then steer more northerly, till you regain the before-mentioned depth. As soon as you get sight of the high tower, on Neuwerk, of the Scharhorn Beacon, or the outer vessel, bring that object S.E. by S., and steer this course, the lead constantly going, till you are certain that you have reached the mouth of the Elbe; then proceed as stated in 1 and 2.

6. In coming towards the Elbe from the northward, keep the low light of Neuwerk open to the eastward of the high light, steering S. by E. $\frac{1}{2}$ E., or S.S.E.; you will then cross the tail of the Vogel Sand, in 6 or 7 fathoms, and when you deepen in 10 or 12 fathoms, you will be then in the Elbe, and may proceed as before directed.

GENERAL REMARKS.

When it is expected there is ice in the Elbe, whether the light vessels are at their stations or not, it is not prudent for any vessel to run into the river, unless there is a fresh wind at S.W. or W., as with these winds, and the tide at half ebb, the channel is left free of ice, and ships may fully expect to get pilots and assistance, and to reach Cuxhaven harbour.

Do not come nearer the Scharhorn than nine fathoms; it is very steep.

Do not trust to your soundings on the Vogel Sand, between the white buoy, No. 2, and the station of the Miner light ship. The depth is very irregular, and being steep, from thirteen to fourteen fathoms, you are close to the dry sand. You may approach the sand reef to five fathoms, on the south shore.

In order to guard against mistaking the lights, which has often occurred, by mistaking the high light of Neuwerk for the light vessel, it is recommended, as the only sure plan to guide strangers, when they see a light, is to bring it to bear S.E. by S. before standing for it, and in that bearing to steer direct for it. They will then, even if the light vessel is away, come to no danger before seeing the low light on Neuwerk, and by that know what light it is.

With references to the sailing directions in No. 4, it must be remarked that the south shore is very steep, and should, therefore, only be adopted when the wind is to the southward of west, taking care not to get to the northward of the Elbe, by striking, in hazy weather, the shoal water of the tail of the Vogel (which stretches right across the Elbe) before sight of anything is got. Compass courses and bearings, and the distance 60 miles to one degree.

TRINIDAD.

Trinidad is the most southerly of the windward islands, and, except Jamaica, is the largest of the West India Islands belonging to Great Britain. On the west, Trinidad bounds the Gulph of Paria. It is particularly well watered. The north and east coasts are not well supplied with

70 TRINIDAD.—BERBICE.—MAZATLAN.—ARICA.

harbours; but the west coast has a great many bays and creeks. The Gulph of Paria is an extensive inland sea, in which vessels may ride in safety, and anchor any where, in what depth of water suits them. The harbour is very good; and, indeed, the Gulph of Paria may be considered as one magnificent harbour.

Charges on a British vessel of 396 tons :—				D.	c.
Harbour dues,	...	...	...	142	55
Telegraphing,	...	...	...	2	0

About £30

D.144 55

Money, weights, and measures, same as Great Britain.

BERBICE.

Charges on a British vessel, of 82 tons with cargo in and ballast out :—

	sp.	d.	c.
Harbour-master's dues on all sizes,	14 67
Registrar's fee, custom-house do.	7 33
Receiver General, do.	7 33
Government Secretary, do.	3 33
Tonnage duty, 40 cents per ton,	32 80
Pilotage, in 10 feet, 7 feet out,	27 0
Ballast, 40 tons, at 75 cents per ton,	30 0

Or about £27.

D.122 45

Depth of Water.—Low-water spring tides, 6 feet on bar; tide rises 8 feet. The bar is soft mud, and vessels drawing 16 to 17 feet are dragged through.

Money, weights, and measures, same as Demerara.

MAZATLAN.

Charges on a vessel of 200 tons English, and 256 tons Mexican measurement :—

	D.	rs.
Tonnage duty, 256 tons, at 12 reals per ton,	...	384 0
Fees to captain of the port,	...	28 4
One sheet stamped paper,	...	8 0

Exchange, 4s. per dollar—£85 2s.

D.420 4

Money, weights, and measures, same as Spain. See Cadiz.

ARICA.

Charges on a British vessel of 200 tons :—

	D.	rs.
Tonnage duty on 200 tons at 2 reals per ton,	...	50 0
Anchorage and port dues,	...	10 0
Sailing licence,	...	3 0
Consul's fee and noting protest,	...	6 7
Franking and despatching register,	...	4 2
Survey of hatches,	...	17 0
Commission for transacting ship's business,	...	150 0
Watering, 3 d.; stamps and postage, 4 d. 2 r.	...	7 2

Exchange, 4s. per dollar—£57 2s.

D.285 4

ARICA.—VILLA NOVA.—KINGSTON, JAMAICA. 71

Account of sales of an adventure of 70 crates of earthenware at Taena, *via* Arica, from Great Britain, sold for account and risk of owners under guarantee. Total value, 1820 dollars.

CHARGES.					D.	R.
Mole, police, and crane duty,	...	...	...	...	43	6
Peonage and store rent,	...	...	...	...	35	0
Import duty on 70 crates at 16 dol. each, £1120—25 per cent.	280	0				
Peonage dispatching,	...	...	...	...	35	0
Freight from Arica,	...	...	...	...	210	0
Peonage delivering,	...	...	...	...	26	2
Stamps, postages, and petty expenses,	...	...	...	...	2	5
Port agency, $\frac{1}{2}$ per cent.,	...	...	...	...	9	1
Store rent, 1 per cent.,	...	...	...	...	18	2
Guarantee, $2\frac{1}{2}$ per cent.,	...	...	...	...	45	4
Commission, $7\frac{1}{2}$ per cent.,	...	...	...	...	136	4

Making in all D.842 0

Exchange, 4s. 6d. per dollar. Nett proceeds due at six months, 978 dollars.

Money, weights, and measures, same as Spain. See Cadiz.

VILLA NOVA (DE PORTIMAO).

Charges on a vessel of 130 tons:—	M.	R.
Pilotage in and out,	12	800
Bill of health, customs' entries, &c.	5	080
Tonnage dues,	19	500
Captain of port, certificates, fees, &c.	9	280
Pratique visit, police, &c.	4	800

Exchange, about 5s. 4d. per milree. M.51 460

Money, weights, and measures, same as Oporto and Lisbon.

KINGSTON, JAMAICA.

Charges on a vessel of 265 tons:—

Tonnage duty on 265 tons, at 3s. 10d. per ton,	£50	15	10
Lights,	3	19	6
Receiver general,	0	3	0
Island secretary,	0	15	0
Health officer,	0	12	0
Harbour dues,	1	12	0
Pilotage,	7	0	0
Certifying bill of health,	0	10	0

£65 7 4

Money, weights, and measures, same as British.

THE NEW TARIFF, WHICH CAME INTO OPERATION ON 1ST JAN. 1844.

	Duties under Island Act.	Additional duty on foreign goods under 5th & 6th Vic. chap. 49.
	£ s. d.	
* Ale, beer, cider, porter, or perry, in bulk, per ton.....	3 3 0	4 per cent.
* Ditto, ditto, bottled, for every dozen quart bottles.....	0 0 6	4 per cent.
Asses, per head.....	0 10 0	Free.
Beef and pork, salted or cured, and all cured meats, foreign, per barrel.....	0 15 0	3s. per cwt.
Ditto, ditto, produce of the United Kingdom, or any British possession, per barrel.....	0 15 0	Free.
Bread or biscuit, per cwt.....	0 4 0	Free.
Bricks, per 1000.....	0 4 0	4 per cent.
Butter, per firkin of 66 lbs.....	0 4 0	8s. per cwt.
Candles, wax, sperm, or composition, per box of 56 lbs....	0 3 6	15 per cent.
Ditto, tallow, per box of 56 lbs.....	0 1 6	7 per cent.
Cattle (neat), per head.....	1 4 0	Free.
Coals, on every ton (those for the Royal Mail Company ex- cepted).....	0 0 6	4 per cent.
* Cocoa.....		1s. per cwt.
Coffee, the produce of any British possession, per cwt.....	1 0 0	Free.
Cheese.....	0 5 0	5s. per cwt.
Flour, wheat.....	0 4 0	2s. per bl.
Wheat, per bushel.....	0 0 6	Free.
Rye, per bushel.....	0 0 3	Free.
Fish, dried or salted.....	0 2 0	2s. per cwt.
Ditto pickled, of foreign taking or curing.....	0 4 0	4s. per barrel
Ditto, salmon, wet or salted.....	0 8 0	4s. per barrel
Ditto herrings, smoked, per box.....	0 1 0	2s. per cwt.
Ditto, smoked salmon, per cwt.....	0 10 0	2s. per cwt.
Hams, beacon, dried beef, dried tongues.....	0 8 0	3s. per cwt.
Horses, mares, and geldings, per head.....	2 0 0	Free.
Lard, per firkin of 60 lbs.....	0 3 0	4 per cent.
Meal or other flour, not wheat, foreign, per barrel.....	0 3 0	Free.
Molasses, the produce of any British possession, per cwt....	0 3 0	
Meal or other flour, production of United Kingdom, or any British possession, per barrel.....	0 0 6	Free.
Mules, per head.....	1 10 0	Free.
Oil, blubber, fins, and skins, the produce of fish and crea- tures living in the sea, of foreign fishing, for every £100 value.....	4 0 0	15 per cent.
Ditto, living in the sea, of British fishing, for every £100 value.....	4 0 0	Free.
Peas, beans, calavances, barley, oats, or Indian corn, per bushel.....	0 0 3	Free.
Rice, per cwt.....	0 4 0	Free.
Salt, per cwt.....	0 0 9	Free.
Sheep and goats, per head.....	0 2 0	Free.
Soap, per box of 56 lbs.....	0 2 0	7 per cent.
* Spirits, brandy, and all other foreign spirits and cordials, except rum, per gallon.....	0 6 0	1s. per gallon
* Spirits, rum, the produce of any British possession.....	0 8 6	Free.
Ditto, British and compounds.....	0 2 0	Free.
* Sugar, unrefined, production of any British possession, per cwt.....	0 10 0	Free.
* Ditto refined, the produce of, and refined in, foreign countries.....	4 per cent.	20 per cent.

	Duties under Island Act	Additional duty on foreign goods under 5th & 6th Vic. chap. 49.
	£ s. d.	
* Sugar, refined, from foreign sugar in bond, in the United Kingdom	4 per cent.	10 per cent.
Tea, unless imported direct from China, or from the United Kingdom, or any British possession, per lb.....	0 2 0	1d. per lb.
Ditto imported direct from China, or from the United Kingdom, or any British possession, per lb.....	0 2 0	Free.
Tobacco, manufactured, for every £100 value.....	25 0 0	7 per cent.
Ditto, leaf, or manufacture, for every £100 value.....	20 0 0	4 per cent.
* Wines, not in bottles, per tun.....	9 15 0	7 per cent.
Wines, bottled.....	9 15 0	7 per cent.
And further for every dozen quart bottles of wine, except such as may be bottled in the United Kingdom.....	0 2 6	
Ditto bottled in the United Kingdom, per dozen.....	0 1 0	
Wood, for every 1000 feet of pitchpine lumber, by superficial measure, of one inch thick,	0 12 0	Free.
Ditto, for every 1000 feet of white pine or other lumber, per superficial measure, one inch thick.....	0 8 0	Free.
Ditto, shingles, cypress, more than 12 inches in length, per 1000.....	0 8 0	Free.
Ditto, cedar and Boston chips, per 1000.....	0 4 0	Free.
Ditto, wood hoops, per 1000.....	0 1 0	Free.
Ditto, red or white oak staves and heading, per 1000.....	0 2 0	Free.
And after those rates for any greater or less quantity of such goods respectively.		
Glass manufactures, silk manufactures, for every £100 value.....	4 0 0	15 per cent.
Cotton, linen, woollen, leather, paper manufactures, hardware, clocks and watches, corks, cordage, and oakum, for every £100 value ..	4 0 0	7 per cent.
On all goods, wares, and merchandise, plantation supplies, clothing, and effects of every description, not previously enumerated, for every £100 value.....	4 0 0	4 per cent.
Except the following, which shall not be liable to any duty under this act, viz. coin, bullion, diamonds, fruit and vegetables, fresh hay and straw, mulberry and other plants, cotton, wool, ice, fresh fish, turtle, poultry, and printed books and papers.		
Raw hides, tallow, hemp, flax and tow.....	4 per cent.	Free.
Fresh meats, drugs, leeches, gums, reisisins, tortoiseshell, guano, and other manures, specimens of natural history	Free.	Free.

* All articles thus marked, are referred to in the undermentioned.

List of Additional Duties under the Perpetual Revenue Act.

- Ale, rum, cider, porter, or perry, in bulk, per tun, £1 4s.
 Cocoa, if British, 9s.; if foreign, 12s.
 Spirits, brandy, and all other foreign spirits and cordials, except rum, per gallon, 10 4-5d.
 Spirits, rum, the produce of any British possession, 10 4-5d.
 Ditto, British and compounds, 10 5-4d.
 Sugar, unrefined, production of any British possession, per cwt. 3 3-5d.
 Ditto, refined, the produce of, and refined in, foreign countries, 3 3-5d.

Sugar, refined, from foreign sugar in bond, in the United Kingdom, 3 3-5d.

Wines, not in bottles, per tun, 2 2-5d.

All the above articles are subject to a deduction of 10 per cent.

A Return, showing the Staple Exports of Jamaica, between the 10th day of October, 1842, and the 10th day of October, 1843:—

Kingston and Old Harbour.—Sugar, 10,182 hhds., 1,283 trs., 1,245 brls.; rum, 2,723 phns., 83 hhds., 7 casks; ginger, 47 casks, 2 bags; pimento, 64 casks, 2,264 bags; coffee, 5,393,487 lbs.

Morant Bay and Port Morant.—Sugar, 2,970 hhds., 466 trs., 348 brls.; rum, 860 phns.; pimento, 20 bags; coffee, 1,568 lbs.

Port Antonio.—Sugar, 803 hhds., 177 trs., 11 brls.; rum, 258 phns., 3 hhds.; molasses, 4 casks; pimento, 1 cask, 123 bags; coffee, 572 lbs.

Port Maria and Annotto Bay.—Sugar, 6,094 hhds., 630 trs., 281 brls.; rum, 2,385 phns., 3 hhds., 4 casks; molasses, 66 casks; pimento, 2,527 bags; coffee, 29,668 lbs.

Falmouth, Rio Bueno, and St. Ann's Bay.—Sugar, 8,860 hhds., 1,467 trs., 705 brls.; rum, 4,223 phns., 128 hhds., 3 casks; molasses, 95 casks; ginger, 502 casks; pimento, 22 casks, 18,482 bags; coffee, 341,522 lbs.

Montego Bay and Lucea.—Sugar, 7,863 hhds.; 1,169 trs., 400 brls.; rum, 3,126 phns., 130 hhds., 39 casks; molasses, 12 casks; ginger, 16 casks, 1,614½ bls.; pimento, 3,421 bags; coffee, 25,712 lbs.

Savanna-la-Mar and Black River.—Sugar, 3,001 hhds., 831 trs., 53 brls.; rum, 1,248 phns., 64 hhds., 19 casks; ginger, 1,540 casks, 3 bags; pimento, 69 casks, 2,485 bags; coffee, 1,574,584 lbs.

Total—Sugar, 39,773 hhds., 6,023 trs., 3,043 brls.; rum, 14,823 phns., 411 hhds., 72 casks; molasses, 177 casks; ginger, 2105 casks, 1,614½ brls., 5 bags; pimento, 156 casks, 29,322 bags; coffee, 7,367,113 lbs.

ESSEQUIBO

Is the principal river as well as a province or county of British Guiana. The river discharges itself into the Atlantic by an estuary nearly 20 miles wide. Its entrance is much impeded by sand banks and the mud which comes down the river. It is navigable for small vessels only, on account of the numerous shoals at its mouth.

Charges on a British vessel of 82 tons, with cargo in and ballast out:—

	sp.	d.	c.
Harbour-master's dues on all sizes of vessels, ..	14	67	
Registrar's fee, custom-house, do.	7	33	
Receiver General, do. do.	7	33	
Government Secretary, do.	3	33	
Tonnage duty, 40 cents per ton,	32	80	
Pilotage, in 10 feet, 7 feet out,	27	0	
Ballast, 40 tons, at 75 cents per ton,	30	0	

About £27.

D.122 45

Money, Weights, and Measures.—British, Spanish, and Dutch coins, and British and Dutch weights and measures, are in use here.

ELSINEUR.—Charges on a British brig of 159 tons per register, with cargo of coal in and ballast out :—

	R.b.d. sk.
Pilotage from roads into the harbour,	4 32
Bill of health,	2 64
*Lights, lastage, harbour dues, measuring, and fees, ...	131 0
Cook-house and plank,	3 8
Harbour-master's gratuity,	2 0
Custom-house officer's do.	3 0
Ballast, 60 tons,	14 48

About £17 14s. 8d.

160 56

* About £3, payable on discharging in the harbour and on passing the Sound in ballast, being twice for the same voyage.

Pilotage from the 1st of April to the 30th September.							
Ships drawing Water.	Feet.	DRAGOE.		COPENHAGEN.		KULL POINT.	
		Silver.	Paper.	Silver.	Paper.	Silver.	Paper.
		R.b. dr. sch.	R.b. dr. sch.	R.b. dr. sch.	R.b. dr. sch.	R.b. dr. sch.	R.b. dr. sch.
Under...	8	11 78	12 18	9 10	9 38	5 72	5 89
Between	8 & 9	13 16	13 56	10 6	10 36	6 63	6 83
"	9 " 10	14 50	14 94	11 2	11 35	7 53	7 76
"	10 " 11	15 84	16 36	11 94	12 34	8 44	8 69
"	11 " 12	17 22	17 74	12 91	13 33	9 35	9 63
"	12 " 13	18 56	19 16	13 87	14 32	10 25	10 56
"	13 " 14	19 90	20 54	14 83	15 31	11 16	11 50
"	14 " 15	21 28	21 92	15 78	16 30	12 7	12 43
"	15 " 16	22 62	23 34	16 75	17 29	12 93	13 36
"	16 " 17	24 65	25 43	18 56	19 16	13 84	14 30
"	17 " 18	26 68	27 52	20 37	21 2	15 44	15 90
"	18 " 19	28 71	29 61	22 19	22 86	17 3	17 54
"	19 " 20	30 74	31 72	24 0	24 72	18 59	19 19
"	20 " 21	32 77	33 80	25 77	26 58	20 19	20 80
"	21 " 22	34 80	35 89	27 59	28 46	21 74	22 43
"	22 " 23	36 83	38 1	29 40	30 32	23 34	24 28
From Oct. 1 to Mar. 30.							
Under...	8	14 92	15 40	11 35	11 70	7 53	7 76
Between	8 & 9	16 75	17 30	12 61	13 2	8 73	9 3
"	9 " 10	18 56	19 16	13 88	14 64	9 92	10 26
"	10 " 11	20 37	21 2	15 19	15 64	11 16	11 50
"	11 " 12	22 19	22 86	16 47	17 0	12 36	12 73
"	12 " 13	24 0	24 72	17 73	18 30	13 55	14 0
"	13 " 14	25 77	26 58	19 4	19 62	14 75	15 24
"	14 " 15	27 59	28 46	20 29	20 90	15 95	16 48
"	15 " 16	29 40	30 32	21 57	22 26	17 17	17 68
"	16 " 17	32 12	33 12	24 0	24 72	18 37	18 92
"	17 " 18	34 80	35 88	26 39	27 22	20 48	21 14
"	18 " 19	37 52	38 68	28 79	29 70	22 57	23 28
"	19 " 20	40 24	41 48	31 21	32 19	24 68	25 46
"	20 " 21	42 92	44 28	33 60	34 65	26 79	27 64
"	21 " 22	45 64	47 9	36 4	37 16	28 88	29 78
"	22 " 23	48 36	49 85	38 43	39 62	31 3	32 0

N.B.—When a pilot is taken on board at Dragoe to carry a ship to Elsinour, the charge is the same as that given under the first head of the above column.

Money, Weights, and Measures.—These are the same as those of Copenhagen (which see), except that the rix dollar is divided into 4 orts instead of 6 marcs: thus, 24 skillings make 1 ort; and 4 orts 1 rix dollar.

The Sound duties are, however, levied and paid in specie rix dollars of 48 stivers, $9\frac{1}{2}$ such specie rix dollars constituting one marc fine silver, Cologne weight. Taking silver at 5s. 2d. an ounce, the value of the specie rix dollar is 4s. $6\frac{1}{2}$ d.; and taking it at 5s. an ounce, it is worth 52.7d., or 4s. $4\frac{1}{2}$ d. nearly. In either case the value of the stiver may be taken at 1.1d.

The number of vessels which passed the Sound in 1843 was as follows: From the North Sea, 7,402; from the Baltic, 7,555; total, 14,957, being 990 more than in 1842. The English or British ships were—from the North Sea, 1,761; from the Baltic, 1,757; total, 3,518.

ACAPULCO

Is a principal port on Mexico's western coast. "It is," as Captain Hall says, "the very *beau ideal* of a harbour; easy of access, very capacious, the water not too deep, the holding ground good, free from hidden dangers, and as secure as the basin in the centre of Portsmouth dock yard." The town is very unhealthy, and the commerce not very considerable.

Dues on a British vessel of 196 tons, with ballast inwards and cargo outwards:—

Tonnage duty on 196 tons, with 10 per cent. on the British register additional, $1\frac{1}{2}$ dol. per ton,	D.321	$5\frac{1}{2}$
Board of health,	4	0
Captain of the port,	7	4
Hospital, 6 dollars; anchorage, 3 dollars, ...	9	0
Bill of health, 6 dollars; clearance, 6 dollars,	12	0
Consul's fees,	4	0
Pilotage in and out,	39	0

Or about £89 7s. D.397 $9\frac{1}{2}$

Exchange, 4s. 6d. per dollar.

Money, weights, and measures, same as Spain. See Cadiz.

COBIJA

Is the port of Atacama, and sub-port to Arica, distant 250 miles. The harbour is good, running about a mile inland, but is a good deal exposed to the S. and S.W. winds, which are the most usual and prevalent on the coast.

Charges on a British vessel of 200 tons:—

Tonnage duty on 200 tons, at 2 reals per ton, ...	D.	R.
...	50	0
Anchorage and port dues,	10	0
Sailing licence,	3	0
Consul's fee and noting protest,	6	7
Franking and despatching register,	4	2
Survey of hatches,	17	0
Commission for transacting ship's business, ...	150	0
Watering, 3 d.; stamps and postage, 4 d. 2 r. ...	7	2

Exchange, 4s. per dollar—£57 2s. D.285 4

Money, weights, and measures, same as Spain. See Cadiz.

BRAZILS.

Brazilian Tariff, as agreed on by the Brazilian and Foreign Merchants, and according to treaty, 31st October, 1843.

	Old value. Reis.	New value. Reis.
Linens, erequellas, per vara,	300	400
American tar, per barrel,	500	3500
Zinc, sheets or nails, per lb.	200	240
Steel, English, per quintal,	20,000	16,000
Flannel, all colours, per covado,	300	400
Barragan of wool, or wool and cotton, do.	500	600
Ladies' silk boots, per pair,	3000	6000
Children's do. do.	2000	4000
Scotch muslins, plain or figured, per vara,	240	400
Kerseymeres, ordinary, per covado,	600	800
Varnished hats, each,	2000	3000
Silk, damask, per covado,	1800	2000
Printed quillings, do.	900	1000
Irish linens, per vara,	600	800
Bombazines, per covado,	400	500
Common razors, per dozen,	1000	1200
Powder, common, per lb.	450	300
Do. fine, do.	450	600
Plaids of wool or cotton, per covado,	500	600
Shoes, per pair,	2800	3000

The Brazilian tariff, or regulation or commercial treaty with Great Britain, ends in November, 1844.

Money.—Accounts are kept in reis. The average exchange is 30d. for 1000 reis.

Weights and Measures.—The arroba is 32 lbs. avoirdupois. 4 arrobas equal to 1 quintal. 1 canada equal to 2 imperial gallons. 1 alquiere equal to 7.8ths of a bushel.

QUEBEC,

The capital of Canada and of the British possessions in North America, is about 340 miles from the mouth of the St. Lawrence. The harbour is situated 'twixt the town and island of Orleans, and is safe and commodious. The depth of water is about 28 fathoms. The tide rises 17 to 18 feet neaps, and 23 to 24 feet at spring tides. The navigation opens in April and closes about December.

Part of the harbour master's duty is to select all the laws, bye-laws, and regulations concerning the pilots and the navigation of the river St. Lawrence below Montreal, or expressive of the duty of masters of vessels in the harbours of Quebec and Montreal; and shall deliver a copy to each master of a ship or vessel that arrives in the harbour of Quebec, for which copy the harbour master shall receive from every such master, the sum of 7s. 6d. currency, and no more.

All masters must pay into the hands of the naval officer of this port, 2s. 6d. per foot water their ships draw coming up, and 2s. 6d. per foot water she may draw going down. If the vessel proceeds up the river to

the town of Three Rivers, or upwards, and is from 100 to 150 tons admeasurement, they must pay into the hands of the said officer the sum of £2; from 150 to 200 tons, £3; from 200 to 250 tons, £5, over and above the aforesaid 2s. 6d. per foot water, &c. for the purposes contained in the act.

The masters of every vessel in the merchant service must stop, from the sum due to their pilot, one shilling in the pound, as well coming up as going down, and pay into the hands of the naval officer of the port, &c. And it shall be the duty of the harbour master to give such information, or cause it to be given to all masters that arrive.

RATES OF PILOTAGE.

From Bic to Quebec, 153 miles distance.

From 1st May to the 10th November, inclusive,.....	£0	18	0	per foot.
From the 11th November to the 18th, inclusive,.....	1	3	0	„
From the 19th November to the 1st March, inclusive, ..	1	8	0	„
From the 2d March to the 30th April, inclusive,.....	1	0	6	„

From Quebec to the Bic.

From the 1st May to the 10th November, inclusive,....	0	15	9	„
From the 11th November to the 18th, inclusive,.....	1	0	9	„
From the 19th November to the 1st March, inclusive,..	1	5	9	„
From the 2d March to the 30th April, inclusive,....	0	18	3	„

From the Brandy Pots to Quebec, only two-thirds of the rate above mentioned.

From the Point of St. Roch to Quebec, only one-third of the above rate.

From the west end of Crane Island and below St. Patrick's Hole to Quebec, one-fourth part of the above rates.

From St. Patrick's Hole to Quebec, £1 3s. 4d.

For shifting a vessel from one wharf to another, between Bréhaut's wharf and Point à Carcis; or from or to the stream, from or to any of the above wharfs, 11s. 8d.

For shifting a vessel from the stream, or from either of the above wharfs to St. Patrick's Hole, or to the basin of Montmorency, or to the ballast ground, the basin of the Chaudière Wolfe's Cove, and as far as the river Cap Rouge, £1 3s. 4d.

Father Point is the rendezvous of pilots, below Quebec. No pilots therefore shall ply below that Point in search of vessels on any pretence whatever. The rendezvous of *Father Point* shall be considered to extend to *La Rivière aux Loutres*, low, and no further.

Any pilot who shall have taken charge of any ship outward bound, shall wait on board for the space of four days, while such ship may be detained in harbour for want of seamen, or any other casualty, and shall not, at the end of four days, be at liberty to quit such ship, provided 5s. per day shall be paid to him for such detention, over and above his pilotage, under a penalty.

No pilot is obliged to stay more than forty-eight hours on board after the arrival of the vessel at the above places, and the vessel is properly moored.

And for the encouragement of pilots who shall distinguish themselves by their activity and readiness to aid and assist any ship or vessel in distress, and in want of a pilot, &c. to be paid extra on award of the Trinity House.

Pilots carried to sea by stress of weather are allowed £6 sterling per month, and provided with a passage back, over and above the pilotage due

them. The wages as above to be paid up to the day the passage is provided, or that the pilot may choose to accept of a sum of money in lieu of such passage.

Harbour Dues.—Vessels arriving from sea, entering and remaining in the Cul-de-Sac, for purposes of loading and unloading, shall be subject to the wharfage of 6d. per ton, loading and unloading, and 2s. 6d. per day from the day of their entering to the day of their departure therefrom, inclusive.

Vessels obtaining permission to repair shall be subject to pay dock dues (river craft excepted), viz. :—If under 100 tons register, 5s. per day; if not exceeding 300 tons register, 7s. 6d. per day; if above 300 tons, 10s. per day, from the time of their entering the Cul-de-Sac to the day of their departure therefrom, inclusive, exclusive of the tonnage duty, if any cargo is received or discharged.

Vessels, not being licensed, that shall winter in the Cul-de-Sac, shall be subject to 1s. per ton register, exclusive of the time and tonnage in loading and unloading, or repairing.

Wharfage.—Vessels of 200 to 250 tons, £4 10s.; 250 to 300, £5; 300 to 350, £6; and so on in proportion.

Money.—A sovereign is worth, in Eastern or Lower Canada, £1 2s. 2d. at par: but the exchange is generally 8 to 9 per cent. in favour of England; it is therefore worth £1 4s. to £1 4s. 3d. In Western or Upper Canada the value of a sovereign is £1 4s. 4d., independent of the premium of exchange; in Nova Scotia, £1 5s.; in Prince Edward's Island, £1 10s.; in New Brunswick, £1 2s. 3d.

Weights and Measures.—Same as in Great Britain, or as specially agreed upon. The minot used for grain, except when not agreed to the contrary, is about $12\frac{1}{2}$ per cent. larger than a bushel.

ALICANT.

There is no harbour, but a mole or pier is being erected, at which small vessels lie; but large vessels lie in the bay, about half a mile from the shore. The holding ground is good. They generally moor in from 4, 6, or 8 fathoms water, according to their sizes and circumstances. The bay is exposed to the E.N.E. to S. by W. winds; but when the ground tackle is good, accidents or damage very seldom occur.

Charges on a British vessel of 200 tons register, with cargo in and cargo out:—

	R. vn.	M. vn.
Anchorage,	50	
Health officer for visiting, &c.	64	
Captain of the port,	5	
Bill of health,	17	
*Tonnage duty, 1 Rv. per ton,	200	
Light on mole, and mole duty,	80	
Tarifa (general lights) duty, at 48 maravedis per ton,	282	12
About £6 10s.	R.698	12

* Vessels departing in ballast are exempt from this.

Quarantine is strictly enforced with foul bills or no bills of health ; but vessels arriving from unsuspected places with clean bills are generally allowed to discharge without delay.

Alicant is unfavourable for careening.

Money.—Accounts are kept in libras of 20 sueldos ; each sueldo containing 12 dineros ; the libra, also called the peso, is equal to 10 reals ; and a real of Alicant is equal to 27.2 maravedis of plate, or 51.2 maravedis vellon. The libra may be valued at 3s. 6d. sterling, and the real at $4\frac{1}{4}$ d. sterling.

Weights and Measures.—The carga is equal to $2\frac{1}{2}$ quintals, equal to 10 arrobas. The arroba consists either of 24 large pounds, or of 36 small do. ; the latter having 12 Castillian ounces to the pound, the former 18. The arroba is equal to 27 lbs. 6 oz. avoirdupois ; but at the Custom-house the arroba is equal to 25 lbs. of 6 oz. each. The principal corn measure is the cahiz or caffise, containing 12 barchillas, 96 medios, or 192 quartillos. The cahiz is equal to 7 Winchester bushels nearly. The principal liquid measure is the cantaro of 8 medios, or 16 quartillos. The cantaro is equal to 3.05 English wine gallons. The tonelada or ton contains 2 pipes, 80 arrobas, or 100 cantaros. The yard or vara, divided into 4 palmos, is equal to 29.96, or very nearly 30 English inches.

COQUIMBO

Is the chief port in the north of Chili, and is situated near the mouth of the river Chuapa. Its bay or harbour is capacious, secure at all times, and well sheltered. 300 yards from the shore there is from $8\frac{1}{2}$ to 9 fathoms, and in shore 8 feet. It is therefore suitable for vessels of any size.

Charges on a British vessel of 164 tons :—						D.	R.
Tonnage duty, at 2 reals per ton,	...	...	...	...	...	41	0
Anchorage dues,	...	...	...	...	...	2	0
Captain of port's fee,	...	...	...	...	...	2	0
Port surveyor's dues for examining hatches,	...	...	...	...	...	17	2
Lloyd's agent for order to port surveyor to examine hatches,	...	...	...	...	...	4	0
British Vice-consul,	...	...	...	...	...	12	0

Or about £16 8s. D.78 2

Wind-bound vessels, or vessels in distress, free of all charges. Anything can be got off for the use of the ship, free of expense.

Money, weights, and measures, same as Spain. See Cadiz.

DEMERARA

Is a county of British Guiana, and a river of the same name. The principal town is George Town, situated near its mouth. The river is navigable for 100 miles from its mouth ; for vessels of considerable burden it affords a harbour capable of containing the British navy, but the bar does not admit of vessels drawing more than 18 feet water. Berbice is another county and river of British Guiana, and may be ascended, by vessels drawing 7 feet, for 165 miles from its mouth. All the large rivers of British Guiana bring down immense quantities of mud, which deposits itself round their

mouths and on the coast, which renders the navigation shoal as well as the coast. For 12 to 15 miles seaward the mud bottom is covered by only 3 to 4 feet water. The mouth of the Berbice is divided into two channels by means of Crab Island; the east of which admits moderate sized vessels to ascend as far as Fort Nassau. The principal town on the Berbice is New Amsterdam.

Charges on a British vessel of 82 tons, with cargo in and ballast out:—

	sp.	d.	c.
Harbour-master's dues, per vessel of any size, ...	14	67	
Registrar's fee, custom-house, do.	7	33	
Receiver General, do. do.	7	33	
Government Secretary, do.	3	33	
Tonnage duty, 40 cents per ton,	32	80	
Pilotage, in 10 feet, 7 feet out,	27	0	
Ballast, 40 tons, at 75 cents per ton,	30	0	

Or about £27.

D.122 45

Depth of Water.—9 feet at low water; 20 feet at high-water springs.

Money, Weights, and Measures.—British, Spanish, and Dutch coins, and British and Dutch weights and measures, are in use here.

MONTREAL

Is 180 miles above Quebec, has a safe and commodious harbour, though not large. Vessels of 600 tons may get up here safely and without difficulty.

Towage, per steamers, from Quebec to Montreal, about 180 miles.

Vessels of 200 to 250 tons, about £50; generally per agreement.

Pilotage from Quebec to Port Neuf.

Any vessel not exceeding 200 tons measurement,	£4	0	0
Downwards,	2	10	0
From 201 to 250 tons, upwards,	5	0	0
Downwards,	3	10	0
From 251 tons and more, upwards,	6	0	0
Downwards,	4	0	0

From Quebec to Three Rivers, or any place above Port Neuf.

For a vessel of 200 tons and under, upwards,	£6	0	0
Downwards,	4	0	0
Of 201 to 250 tons, upwards,	7	0	0
Downwards,	4	10	0
Above 250 tons, upwards,	8	0	0
Downwards, ..	5	10	0

From Quebec to Montreal, and any place above Three Rivers.

For a vessel of 200 tons and under, upwards,	£11	0	0
Downwards,	7	0	0
Of 201 to 250 tons, upwards,	13	0	0
Downwards,	8	15	0
Of 250 tons and above, upwards,	16	0	0
Downwards,	10	15	0

12s. 6d. allowed to pilots for removing a vessel from one wharf to another, and £1 5s. for removing a vessel to the "Cross."

No pilot is obliged to stay more than 48 hours on board after the arrival of the vessel at the above places, and the vessel is properly moored.

The master of every vessel inward or outward, and upward or downward bound, between Quebec and Montreal, shall certify the behaviour of his pilot, where he took him on board, and the draught of water of his ship.

Rates of pilot water and poundage on pilot money are payable at the naval office, by masters and commanders of vessels viz. :—

For every foot of water for which masters or commanders of vessels are bound to pay their pilots, from Bic to Quebec, and from Quebec to Bic, 2s. 6d. currency per foot.

For vessels going to Three Rivers or Montreal :—

	Currency.
Of 100 to 150 tons, inclusive,	£2 0 0
Of 151 to 200 tons, inclusive,	3 0 0
Of 201 to 250 tons, inclusive,	4 0 0
Of 251 tons and upwards,	5 0 0

On settling with pilots, masters or commanders of vessels, or the consignees of such vessels, are to deduct 1s. in the pound for the amount of the sums to be paid for pilotage, which will be exacted by the naval officer at clearing out; the same being funded by law, under the direction of the Trinity House, for the relief of decayed pilots, their widows and children.

Places of loading and unloading of vessels.—That part of the harbour of Montreal, situated between the lower lock of the Lachine Canal, and the extremity of the wharfs erected opposite the New Market, shall be appropriated for the loading and unloading of vessels; that no cargo, nor any part of a cargo (gunpowder excepted, which is especially provided for by law), shall be receivable or deliverable elsewhere in the said harbour, unless there be an agreement between the owner and master of the vessel, and the owner of the cargo, to be loaded or unloaded, to the contrary; and that vessels from sea shall not, on any account, land any part of their cargo upon that part of the harbour situated between the lower lock of the Lachine Canal and the outlet of the canal into the St. Lawrence.

Ballast not to be thrown into the harbour.

Any goods, coal, or ballast, may be unloaded from vessels on the wharfs, if removed within 24 hours. A stage to be used for unloading coal or ballast.

Money, weights, and measures, see Quebec, page 79.

ANCONA

Is the third maritime city of the Papal States, situated on the Adriatic, in lat. 43. 37. 42. N., long. 13. 30. 35. E. The port is formed by a mole of 2000 feet in length, 100 feet in breadth, and 65 above the sea, having at its extremity a light-house with a revolving light. The mole is hooked at the extremity. Vessels may lie immediately within the harbour, in from 7 to 8 fathoms; but it shoals rapidly. Vessels drawing above 16 feet should anchor within a short distance of the entry. There is good anchorage half a mile without the mole, in 10 to 12 fathoms. The quay is fine. This is a good place for careening, and is a free port. Outside the harbour is a fine lazaretto, on an artificial island, which communicates with the town by a bridge.

Charges on a British vessel of 364 tons, with ballast inwards and cargo outwards :—

Pilotage,	£2	16	4
Quarantine bill,	1	4	0
Ballast bill, discharging 96 tons, and officer's dues,	6	4	0
Permit from custom-house,	0	4	4
Captain of the port,	0	4	4
Harbour dues,	3	10	0
Broker, for clearing out and in, and attendance,	3	3	0

£17 6 0

Money, weights, and measures, same as at Venice.

VALPARAISO

Is the principal port of Chili. The water in the bay is deep, the anchorage secure, the holding ground good, and accidents are not frequent when the ground tackle is good. Large vessels lie pretty far off from the shore, in case of northerly gales, the place being much exposed to danger therefrom. Vessels have to load by means of lighters. The best shelter is in the Fisherman's Bay, where there are nine fathoms close to the beach. The bay lies between the Castle and Fort St. Antonio. A landing can be effected here at any time and in all weathers. The following are the charges on a British vessel of 164 tons :—

	D.	R.
Tonnage duty, at 2 reals per ton	41	0
Light-house dues, at $\frac{1}{4}$ real per ton	5	1
Anchorage dues	2	0
Captain of Port's fee.....	2	0
Port Surveyor's dues for examining hatches	17	2
Lloyd's Agent for order to Port Surveyor to examine hatches	4	0
British Consul	17	0

Or about £18 8s.

D.88 3

Money, same as Spain. See Cadiz.

Weights and Measures.—The quintal of 4 arrobas or 100 lb is equal to 101.44 lb English. The fanega is the principal corn measure, and is equal to 1.6 Winchester bushel, or five fanegas are equal to 1 Winchester quarter nearly. The vara or measure of length is equal to 33.384 inches English. Other weights and measures, same as Spain. See Cadiz.

CONCEPCION

Stands upon a low neck of land 'twixt the Biobio and the S.E. angle of Concepcion bay, which is a large square inlet open on the north, while the south and west sides are formed by a high promontory jutting out from the mainland, and bending into the shape of an elbow, each side being about 10 miles across. The entrance has two channels. The north has 30 fathoms water, diminishing gradually to 12 in the middle of the bay. The south has much the same water, and diminishes to 11 at the Talcahuano

anchorage, which is the most frequented, being most secure from gales of wind. There is good holding ground, the bottom being free from rocks.

The following are the charges on a British vessel of 164 tons :

	D.	s.
Tonnage duty, at 2 reals per ton,	41	0
Anchorage dues,	2	0
Captain of port's fee,	2	0
Port surveyor's dues for examining hatches,	17	2
Lloyd's agent for order to port surveyor to examine hatches,	4	0
British Vice-consul,	12	0

Or about £16 8s.

D.78 2

Money, weights, and measures, same as Spain. See Cadiz.

AMSTERDAM

Is situated on the Y, an arm of the Zuyder Zee. The harbour is excellent, the water deep, and harbour much improved by three new docks, which are nearly completed. By the canal from Newdeep to Amsterdam, large vessels avoid the *Pampus*, a sand bank, where the Y joins the Zuyder Zee. Previous to the cutting of this canal, large vessels had to load and unload part of their cargoes in the roads, and would be frequently detained for weeks by the difficult navigation of the Zuyder Zee; whereas the voyage by the canal is performed in 24 hours, and in perfect safety.

Charges on a British vessel of about 300 tons per register, which is about equal to 158 lasts, or 316 Dutch tons, with general cargo in and out, arriving and departing by the canal, from Great Britain :—

	G.	s.
Pilotage in and out,	200	0
Lock dues and canal charges in and out,	84	0
Measuring vessel,	18	0
Tonnage duty, in and out, at 45 cents per ton,	284	40
Syndicate tax of 13 per cent.	37	0
Haven money and port money,	27	0
Quay money,	13	10
Permit to consume provisions free of duty,	5	0
Clearance and expenses, fees, &c. to officers,	38	0

Exchange, 12 guilders per £1, is £70.

G.716 50

The par of exchange is 11 florins 58 cents.

In case of a vessel arriving from the Mediterranean, the lock and canal dues would be doubled; the port money and clearing, a trifle more. The tonnage and syndicate tax duties are payable only *once a-year*, viz., the first voyage, from January to December.

The expenses for towing along the canal, for the sake of expedition, is, for each horse for the whole line, 21s.

The commission charged on charters is generally per agreement.

The port is favourable for careening. Wages are reasonable, and provisions cheap. The customs' officers have instructions to inform captains of all formalities required by the law.

Money.—Accounts are generally kept in guilders, or florins of 100 cents.

The florin is worth about 1s. 8 $\frac{1}{2}$ d. The new gold florin piece is worth 16s. 6d.

Weights and Measures.—100 lbs. are equal to 108.923 English. A last of ballast is only 2000 lbs.; of iron or copper or general freight, 4000 lbs.; of corn (oats), 10 qrs. 5 $\frac{1}{4}$ Winchester bushels. In settling freight, rye is considered 20 $\frac{1}{2}$ per cent. higher than oats; wheat, 30 per cent. higher; rye, 12 per cent. higher than seeds.

ALGIERS

Is situated on the west side of the bay of that name. The bay is about 11 miles in length, and 6 miles in width. Since 1830, Algiers has been in possession of the French.

There is no duty on French commodities required for the subsistence of the inhabitants, or for building or agricultural purposes. On other articles the duty varies from a fourth to a fifth part of those in the French tariff. Articles which are prohibited to be imported into France are allowed to be imported into Algiers at 15 per cent. *ad valorem*. A regular intercourse is kept up with Marseilles by steamers.

Charges on a British brig, 164 $\frac{1}{2}$ tons register, with coal inwards and ballast outwards:—

	F.	c.
Pilotage in and out,	30	0
Tonnage duty, at 2 francs per ton,	329	50
Ballast, 12 boats, about 60 tons,	120	0
Bill of health for Naples,	10	0
British consul,	11	50
Neapolitan consul's certificate,	6	50
Clearance in and out to the broker,	50	0
Duty of one sous per ton,	8	0

About £22 8s. F.565 50

Money.—Gold, sequin is equal to 8s. 6 $\frac{1}{2}$ d. Silver, monzonnah is equal to 7-10ths of 1d.; real boudjoux is equal to 24 monzonnah. Copper, derhem segar 1-29th of a monz. French money is now, however, in frequent use, and Spanish dollars worth about 4s. 4d.

Weights.—The onquyah equal to 4 grammes; rotl a thary equal to 16 onquyah; cantar equal to 100 rothl.

Measures of Capacity.—*Liquid*—hollah (16.66 litres) equal to about 17 pints. *Dry*—psa (48 litres) equal to 51 3-7th pints. *Of length*—dzerd à torky (640 millemetres) equal to 2.099 feet English; dzerd à raby (480 millemetres) equal to 1.574 feet English.

TALCAHUANO

Is situated on the S.E. shore of the bay of Concepción, and near the ruins of the old city of that name. It is now the principal town of the bay, and is about 9 miles from the new city of Concepción. The anchorage and holding ground are excellent. See pp. 83, 84.

The charges here are about 3 per cent. more than at Concepción.

Money, weights, and measures, same as Spain. See Cadiz.

ANTWERP,

The principal sea port of Belgium, is situated on the Scheldt, about 60 miles from Flushing, in lat. 51. 13. 16. N., long. 4. 24. 10. E. It has an excellent harbour, extensive docks, warehouses, &c. Ships of the largest burden come up to the town.

The following are the charges on a British vessel, with cargo in from the West Indies, and ballast out to Great Britain, of 207 tons British, and 221 tons Antwerp measure :—

	F.	c.
Pilotage from Sea to Flushing Roads, for 13½ feet,	53	0
Do. from Flushing to Antwerp, do.	50	0
Do. to Flushing, for 24 palms, or 12 feet,	24	0
Paid in cash to the Captain for pilotage from Flushing to sea, ...	16	50
Pilot, for moving the vessel from the stream, in and out of the dock, ...	2	0
Sea protest, and extending at the Tribunal of Commerce,	14	10
Tribunal charges for appointing Surveyors,	6	65
To the Surveyors, for examing hatches and stowage of the cargo, ...	12	0
Leads put to the hatches and ship stores by the custom-house, ...	8	90
Harbour dues,	3	0
Tonnage duty, 221 tons, at 90 cents in and out,	198	90
Additional duty, 13 per cent. and stamps,	44	38
Certificate, stamps, measuring, and receipts of the tonnage duty, ...	11	90
Dock duty, at 52 cents for 3 months,	53	4
For the cooking-house, 2 weeks,	3	80
Ballast, 25 lasts,	32	10
Consul's bill, clearance,	2	71
Water Bailliff's review of the crew and certificate,	5	70
Brokerage on the vessel, 221 tons, at 75 cents per ton,	78	32
Excise, for town dues on ship's provisions, clearance in and out, ...	5	80
Cancelling custom-house bonds, postages, and small expenses, ...	6	74
To the pilotage office, for hooking the vessel outwards,	1	0
To the pilot, from Flushing to Antwerp, gratuity,	5	0
To the British Consul, for signature to the muster-roll,	5	44

F.644 98

Exchange, at 1s. 8d. per florin, is £63 14s. 10d., nearly 6s. a-ton.

Money.—Accounts are kept in francs and cents, and sometimes in florins and cents.

Weights and Measures.—The French system of moneys, weights, and measures is coming daily more and more into general use. The quintal, formerly in use, and occasionally yet, is equal to 103.33 lbs. avoirdupois. For further particulars, see France, p. 47.

ST. ORPHANO, EUROPEAN TURKEY, GULPH OF CONTESSA.

Orphano is situated at the mouth of the river Strymon.

There are no port charges here; no pilots required at this place. There is a dollar payable for a bill of health. Vessels bring up in 6 fathoms, a cable's length from the beach.

Money, weights, and measures, same as at Constantinople.

CARTHAGENA,

The chief naval arsenal of the republic of New Grenada, is situated on a sandy peninsula in the Carribean Sea, connected with the continent by a narrow neck of land. It is famous for its port, which is one of the best and largest on the north coast of South America. The harbour lies to the south of the town, between the peninsula on which it is built and the island of Tierra Bomba and the mainland. The anchorage is good; and being completely land-locked, vessels are as safe as in a dock. The climate is intensely hot and unhealthy, being frequently visited by the yellow fever, and is infested with destructive and tormenting insects. Lat. 10. 26. N., long. 75. 34. W. It is the principal depôt for the goods of Bogota, Popayan, and Quito, and has a considerable foreign trade. On 1st Sept. 1843, this was declared a free port, and there are no port or other charges whatever.

COPIAPO

Is situated on the right bank of the river of that name, in lat. 27. 10. S., lon. 71. 5. 15. W., about 30 miles from the Pacific, and is the most northerly town of Chili. The harbour is good.

Charges on a British vessel of 164 tons :—						D.	R.
Tonnage duty, at 2 reals per ton,	...	...	...	...	...	41	0
Anchorage dues,	...	...	...	...	...	2	0
Captain of port's fee,	...	...	...	...	...	2	0
Port surveyor's dues for examining hatches,	...	...	...	...	...	17	2
Lloyd's agent for order to port surveyor to examine hatches,	...	...	...	...	...	4	0
British Vice-consul,	...	...	...	...	...	12	0

Or about £16 8s.

D.78 2

Money, weights, and measures, same as Spain. See Cadiz.

GUANO ISLANDS.

Since the article on Guano, under the head Ichaboe, page 61, was in type, we have received permission to insert the following interesting communication on the same subject :—

THE WEST COAST OF AFRICA AND ISLANDS ADJACENT, where Guano may probably be found, with remarks for Mercantile adventures in these parts.—By ANDREW LIVINGSTON, late Master Mariner.*

BETWEEN Gariep or Orange River, in lat. 28. 28½.† S., and long. 16. 22½. E., and Angras Juntas, the coast is barren and sandy near the sea; but eight or nine miles inland there are hills, and further on mountains on each side of the river, where there are some Hottentot villages, the inhabitants of which have herds of cattle and flocks of sheep.

Orange river, although of great length, is nearly closed at its entrance, from which the sea is shoal four or five miles to the westward, and breaks there near the times of full moon and change, when a heavy swell rolls in

* Now Teacher of Navigation, Nautical Astronomy, and subjects therewith connected, at 105, Duke Street, Liverpool.

† Captain Owen places its entrance in 28° 36'.

from the westward. Some gold dust has been found in the vicinity of the mouth of the river, while precious stones and minerals are *said* to abound thereabout. Copper and lead ores are stated to have been met with.

Six or seven leagues in the interior are fine plains, with plenty of excellent cattle, which may be had cheap, for gunpowder. Ostrich feathers, &c. may also be procured in barter.

To have intercourse with the natives it is necessary to land at Voltas Bay, and walk to Orange river, as there is no landing at or near its mouth in any season, on account of the surf, which is always heavy.

The shore from Orange river runs very clean and straight about N.N.W. (true.) There is no island or harbour at Angras Juntas; but a bight in the land runs in a mile or so to the eastward, and is a mile and a half "or thereby" wide at the entrance; affording tolerable shelter to vessels from the southerly winds.

This is a favourable place for opening a communication with the Hottentots, some of whom reside five or six miles to the north-east of the bay, at the entrance of which are fourteen fathoms water, shoaling gradually to five fathoms on sandy ground, half a mile from the easternmost part of the bay; but the best anchorage is about a quarter of a mile from the south-west point, in six fathoms, on sand. A small rock stands to the south-west of the south point, with deep water all round it. The latitude of this place is 27. 47. S., and long. 15. 50. E.

Whale Bay, in lat. 27. 23. S., is unsafe from its shallow water; but vessels may anchor outside of two small islets, which lie nearly half a mile from the shore, and on them are at times some fur-seals, and *probably* Guano. The landing on the south side of the bay is good, and there is a Hottentot village three or four leagues inland, where the inhabitants have sheep, cattle, ostrich feathers, &c. to dispose of on favourable terms.

The shore hereabouts is sandy, but there are some hills of a volcanic appearance near it.

Possession Island lies in front of Elizabeth Bay, and the middle of it is in lat. 26. 57. S., and long. 15. 08. E. Between Cape Voltas (the position of which does not seem satisfactorily ascertained) and Possession Island are some reefs and islets, estimated to be half a mile off shore, but there are no dangers a mile distant from the land; and, if necessary, vessels may anchor four or five miles from the shore, in from fourteen to twenty fathoms water, on a sandy bottom, along the whole distance.

Possession Island is stated to be three miles long and rather less than one mile wide. On its east side is a bight, in which there is excellent anchorage in from seven to four fathoms, on sand and in smooth water. There are fine fish to be caught here, and fur-seals frequent the island, on which Guano is understood to be abundant. There are some sunken rocks about three quarters of a mile off the south point of the island, on which the sea usually breaks, and a reef runs about three miles from the north-east part of the island, on which the breakers are often very heavy; but as both reefs bend to the eastward, they tend to shelter the harbour and make the water in it smooth.

Between the easternmost points of the reefs and the mainland the passage is deemed to be three miles wide, with from ten to fifteen fathoms water, on a sandy bottom, and clear from danger. Ships bound to this place with

southerly winds (which frequently prevail hereabouts), should enter the anchorage by the south channel, and leave it by the northern one.

Angra Pequena lies nearly six leagues to the northward of Possession Island, and its south point is in lat. 26. 39. S., and long. 15. 07. E. There was a marble cross upon it, erected by the Portuguese about three centuries and a half ago, and remained until some modern Vandals threw it down, not many years since.

Nearly four miles to the eastward of the Cross Point is Angra Point, half a mile from which, bearing north-east (true), is a rocky reef, and between it and the point is a passage of four or five fathoms water, but it is safest for vessels to pass a good half mile to the northward of the reef, after rounding which, a lagoon will open, which runs in four or five miles to the southward. The entrance of this lagoon "or bay" is one and a half mile wide, with seven fathoms water in the middle, gradually shallowing to the head of the lagoon on both sides. One league up this bay are four fathoms, on a muddy bottom, and at this place is the best anchorage, a quarter of a mile from the western shore.

E. b. N. (true), two miles from Angra Point, are two small islands, at a mile from the mainland, and lying nearly north and south, called the Penguin Islands. Neither of them exceeds a mile in length. Inside of the southern island is good anchorage, in five fathoms water, on a clayey bottom, about four hundred fathoms from the east side of and near the middle of the island. Care must, however, be taken to avoid a rock almost level with the water, and lying half a mile to the north of the passage.

A vessel may enter this harbour either to the northward or southward of the island; but the southern passage is the preferable one, and is clear of danger at a quarter of a cable's length from either shore. A brig is understood to have loaded a full cargo of guano here not long since, but of an inferior quality to the Peruvian guano.

There are stated to be some rocks inside of the northern island, which render the anchorage unsafe between it and the mainland.

Fur-seals have been plentiful on these islands, on which are immense quantities of sea-fowl, the eggs of which may be procured in abundance at the proper season. The islands seem of volcanic origin.

To the north-east of Angra Pequena minerals are said to abound, and there are ostriches, sheep, cattle, porcupines, baboons, monkeys, elephants, &c. Hides, skins, ivory, and ostrich feathers may be procured from the natives, on very low terms, in barter.

Ten or twelve miles north of Angra Pequena, and at a mile or little more from the shore, are springs of excellent fresh water, although it is generally asserted that there is no fresh water along all this coast. There are usually some Hottentot families near the springs.

A shoal lies N.N.W. (true) from Angra Pequena, five leagues distant, and this is the only danger, lying more than four miles from the shore, as far to the northward as Spencer's Bay.

Nearly half way between Possession Island and Angra Pequena, at a mile from the shore, are some rocks, with good anchorage inside of them, in five fathoms, sandy bottom. To sail into this anchorage, keep round the rocks on the starboard hand, at fifty or sixty fathoms distance, and then steering to the southward, anchor opposite the middle of the reef, and half-

way between it and the mainland. These rocks are a resort of fur-seals, and it is likely there may be guano upon them.

Ichaboe island is in lat. 26. 24. S., and long. 14. 47. E. It is scarcely a mile in circumference, and lies twenty-four miles to the northward and westward of Angra Pequena, and scarcely half a league from the mainland. It is covered with guano about twenty-five or thirty feet in depth, almost to the water's edge. The landing place is on the north-east part of the island; but after heavy gales, with much swell outside, there is frequently such a surf, for about twenty yards from the shore, as to make it difficult, and even dangerous, for a boat to land.

A point of land runs out three or four miles from the mainland to the southward of the island, and from the extremity of this point a reef extends to the north-west (true), until it nearly meets another projecting from the west side of the island, from which a reef also runs out to the north-east, half a mile nearly; and thus a bay is formed in which a vessel may lie in perfect safety, and in smooth water, at all seasons, in five fathoms water, at two cables' length from the shore, and there are three fathoms almost close to the rocks.

The south passage is narrow, and often breaks quite across: therefore, a vessel ought to enter this anchorage by the northern passage, observing to give the north-east part of the island a berth of half a mile, which will be enough to avoid all danger from the reef, and the shore of the mainland may be approached as near as two cables' length.

There are often many *right* whales about these reefs. Scale fish may be taken with hook and line, and cray-fish may be caught with a hoop-net, all round the island, within one hundred yards of the shore. Multitudes of penguins and gannets frequent the island, and many fur-seals have been taken off it by American sealers.

The south-east part of the bay on the continent opposite the island is only four miles from a Hottentot village, and the springs of fresh water before mentioned. In the interior are herds of cattle and flocks of sheep. Leopard skins, grey fox skins, ivory, and ostrich feathers, with other valuable articles, may be procured by barter.

An excellent bay, not laid down in any chart, was lately discovered by the Gallovidian schooner, R. Rae, master, who states its latitude (as rather doubtfully ascertained by stars) to be 26. 08. S. It affords shelter from north-east to south-west, with good holding ground on blue mud and sand. It is about two and a half miles wide and three deep, and in honour of the discoverer may be appropriately named Rae's Bay.

Mercury island is in lat. 25. 42. S., and long. 14. 58. E. It is a mile in circumference, and three-quarters of a mile from the south-west point of Spencer's Bay, and one mile and a half from the north-east point of that bay. Both passages are easy to take and perfectly clear.

The best anchorage is on the east side of the island, one and a half cable's length from its shore, in five fathoms, on a bottom of sand and clay. Near the full and change of the moon, a heavy swell often sets into the south part of the bay, and renders it there unsafe for anchorage; and at times heavy rollers, such as those frequently experienced at Tristan d'Acunha, St. Helena, and Ascension, come on suddenly, and are attended with much danger to boats. An American sealer lost one of her men

through the unexpected rise of these rollers, when a boat's crew were ashore engaged in skinning seals they had killed.

Whales frequent this place very often, and there can be little doubt that, like Ichaboe, Mercury is stocked with guano. The south point of Spencer's bay has several high rocky peaks, rising nearly six hundred feet, almost perpendicularly, from the water's edge.

Hallam's Bird island is only judged to be a quarter of a mile in circuit, and stands in lat. 24. 38. N., and long. 14. 22. E., nine miles from the mainland. A rocky reef runs off from it in a south-west direction, on which the sea often breaks with great violence. A ship may anchor on the north side of the island in ten fathoms. There are fur-seals, gannets, and penguins on the island, and without doubt plenty of guano. Excellent fish may be caught here with hook and line, and a few turtle may occasionally be met with on a small sandy beach on the east side of the island. In July and August, numbers of *right* whales frequent the reef.

All the islands enumerated, and more particularly the last, seems decidedly of igneous or volcanic formation. No rain is ever known to fall on the part of the coast already mentioned, and the air is so pure and dry that an American has stated he dried a quarter of beef, hung up at the mainstay, so as to be perfectly sweet without any salt. Probably there is not a more salubrious climate in the world than within the limits already described.

The things most to be dreaded by vessels on this coast are—

First.—The haze, which sometimes causes the shore to appear at a very considerable distance, when at the same time she may be too close in for safety; but as the soundings are regular all along, a prudent attention to the lead ought to be a sufficient safeguard against this danger.

Second.—A heavy swell, which mostly sets in from the westward, for which allowance should be made, and an anchor ought always to be kept ready to let go in case of necessity.

Third.—The winds and currents are most frequently from the southward, and, therefore, a vessel should always make the land to the southward of her place of destination.

Fourth.—As it is believed part of this coast has never been carefully surveyed, a navigator should not put too much faith in charts, but exercise a most vigilant look-out.

It seems strange that, although whales have been so long known to frequent this coast, the fishery of them has never attracted the attention of British shipowners, while there is no year in which enterprising Americans are not reaping a rich harvest from this profitable pursuit.

Birds' manure may also be found on Alcatraz island, in lat. 10. 37. N., and long. 15. 26½ W., and on the Pennedo de San Pedro, in lat. 0. 55. N., and long. 29. 30. W.; but as both these places are subject to heavy squalls of wind and deluges of rain, probably its fertilizing qualities (even if it is the same as guano) would undoubtedly be much deteriorated.

On Ascension island there is some birds' dung, supposed principally to be that of birds named "wide-awakes;" but it is not known that it has hitherto been tried as a manure.

At St. Helena, the late Governor Beatson made some tolerably successful experiments with birds' dung as a manure.

Guano has by many been supposed to be a volcanic product, by others to be a compound of some volcanic matter and birds' dung, and by others as consisting entirely of birds' dung; which latter idea seems nearly confirmed by the analysis of that eminent chemist Dr. Andrew Ure.

Guano has, however, always been found in places of apparently volcanic formation; but the following extracted, and in some measure abridged, from the late Captain Boteler's (R.N.) account of Captain Owen's (R.N.) Surveys, vol. 2, p. 33, &c., may not be uninteresting:—"Latham's island is situated in lat. 6. 54. 02. E., and long. 40. 0. It consists of coral, is of an oval form, and about one thousand feet long. It rises ten or twelve feet above the level of the sea, and is accessible only on the south-west, where there is a small shelving space of coral sand. The surface is as flat as a bowling green, and is entirely formed of the dung of the numerous sea-fowl that resort thither. In some places this incrustation over the interstices of the coral rock below was not of sufficient stability to resist the weight of a man, as two or three of our men experienced. The bank of soundings on which this island is situate is very extensive to the northward, but approaches close to it in the opposite direction. Small vessels may traverse every part of it in safety, but on the north-east are spots, a cable's length from the island, with only three fathoms. Making the island at night would be dangerous, and from its slight elevation, it could not be distinguished until close to it."

Genuine guano, as already stated, has (it is believed) never been found except on places seemingly of volcanic origin, and almost always in situations where gannets, penguins, and seals are in the habit of resorting.

It is much to be desired that some spirited gentlemen should despatch a small vessel, and procure a cargo of genuine birds' dung from Latham's coral island, to compare with genuine guano. The risk could be but little, if divided into shares, and the probability is that the cargo would pay all expenses, and perhaps even afford some profit.

The space on the west coast of Africa, from Orange river to Hallam's bird island, lies between the British and Portuguese possessions in Southern Africa, and is claimed by no nation; and, consequently, any adventurer may have Guano for the taking.

Some persons in Liverpool, it is said, allege that they have purchased the sovereignty of the Guano Islands; but as there are no human inhabitants upon them, and the natives of the adjacent continent (who are described as civil and harmless) have neither boat nor canoe, the "*soi disant*" Sovereigns must have contracted with a King Penguin, had the contract stamped by a Fur-Seal, and witnessed by the requisite number of Gannets.

It is reported the adventurers have sold a cargo of guano recently imported from Angra Pequena so as to realize about eight hundred pounds, on a cargo of little more than two hundred tons.

Persons having vessels unemployed might employ them to advantage in this trade, which will become still more profitable should the Peruvian Government prohibit the exportation of guano from their islands, as it has more than once been reported they propose to do.

Liverpool, July 20, 1843.

TO THE EDITOR OF THE NAUTICAL MAGAZINE.

Liverpool, 24th April, 1844.

SIR,—An article on the subject of African Guano having been pointed out to me, in the *Glasgow Examiner* of the 20th instant, copied from the *Glasgow Herald*, it professes to give an account of the mode in which the existence of Guano on the coast of Africa was made known.

Now, I think it hard that, while an impulse has been given to the employment of shipping, greater than the opening of the India or China trade by any means did—while one of the greatest boons has been bestowed on agriculturists entirely through me—that I should not only be deprived of a share of the advantages accruing therefrom, but actually be compelled to see all the credit attributed to some other person.

To set my own claims on a sure footing, I yesterday applied to Mr. John Rae, junior, broker, South Castle Street here, who at once gave me a certificate, of which the following is a copy :—

I have every reason to believe that no person in Britain knew of the existence of Guano on the South-West Coast of Africa, except Mr. Andrew Livingston, of 105, Duke Street, Liverpool, who communicated it to my father, Mr. John Rae, from whom it was *somehow or other* obtained by my elder brother, Mr. James Rae, by whom it was subsequently communicated to others. Captain Farr, I am aware, received his information through my brother, and those connected with him in chartering the *Ann of Bristol*.

(Signed) JOHN RAE.

Witnessed by CHARLES ISRIF, Surgeon,
No. 13, Slater Street, Liverpool, 23d April, 1844.

Some gentlemen engaged in the guano trade have suggested a subscription in my favour; and while so many are reaping a rich harvest, entirely by my means, I may fain hope they may considerably bestow on me some little acknowledgment.

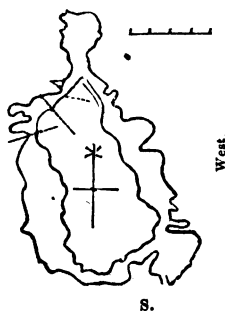
Perhaps the Editor of the *Nautical Magazine* may be so kind as in some way or other to advocate my claims.

I remain, &c.

ANDREW LIVINGSTON.

ICHABOE ISLAND.—On referring to Captain Owen's chart of the southern coast of Africa, it will be seen that there is a portion of it between the latitudes of 26. 21. and 25. 21. unsurveyed. In the southern part of it is situated the island called by the natives Ichaboe, of which the annexed is a sketch, in lat. 26. 18. S., and long. 14. 58. E., and which is covered with the manure called guano. This article has given rise to a considerable trade, and Mr. Wade, master of the *Douglas* of London, one of the earliest vessels which went there, and by whom the sketch was made, was elected harbour-master, and apportioner of the claims of the various vessels which subsequently arrived, by the unanimous voice of the traders then present.

In the month of December last there were twenty ships in the harbour or road, formed between the island and the mainland, besides a dozen more in



search of the island. The roadstead is stated to be tolerably secure, the climate healthy, and the natives on the coast very few and very poor. The island is stated to be formed of granite, slate-stone, and quartz. The covering of guano between the outlines is damp, having been washed over by the sea; that inside of it is dry. Ships bound there should make the high land of Angra Pequena, and, taking the advantage of the wind and current, sail along shore, keeping a moderate distance from the land, perhaps about three or four miles.

BAHIA

Is a very considerable city of Brazil, near to Cape St. Antonio, which forms the east side of the entrance of the noble bay of All Saints. The light-house on the cape is in lat. 13. 0. 30. S., and long. 38. 30. W., and can only be seen at from nine to ten miles off. At the entrance to the bay there are several sand banks, but within these the bay expands into a capacious basin, having sundry islands and harbours, the general depth of water varying from eight up to forty fathoms, and is capable of affording ample accommodation for a fleet of ships, if required. Several rivers flow into the bay, which generally occasion a considerable current to set from the north end of the island, by Cape St. Antonio, especially when the rivers are flooded. The usual place of anchorage is abreast the city, N. and S. of Fort do Mar.

Port charges, anchorage, or tonnage duty, 30 reis per ton per day of Brazilian measurement; five English tons being equal to about seven Brazilian. Vessels putting in in distress are exempt. Vessels loading or discharging cargoes do not pay for more than fifty days. For each man on board, which must be expressed in the muster-roll, 640 reis. Bill of health costs 3,200 reis. Light-house and petty charges, per vessel, 6,720 reis. The charges on a British vessel of 200 tons register would therefore be, for lying thirty days in port:—

	Reis.
Anchorage, 30 days, at 30 reis for 200 = 280 British tons,	250,000
Muster-roll, for each man on board, say 10, at 640 reis,.....	6,400
Bill of health,	3,200
Lights, &c.	6,720

Exchange, 30d. per 1000 reis. Or about £33 3s. R.265,120

All articles may be imported and exported again free of duty. Warehouse rent is charged 5 per cent. *ad valorem*. The duty of 15 per cent. on nautical instruments, chronometers, charts, &c. on board, for the use of the ship, has been abolished lately.

For money, weights, and measures, see Brazils, page 77.

VALDIVIA

Is, without exception, the finest harbour in Chili. It is situated on the river Calcutta or Valdivia, and is about 16 miles from its mouth. Ships of the line can ride in safety. The depth of water in the centre of the bay is from 6 to 7 fathoms; close to the shore, 5 fathoms.

Charges on a British vessel of 164 tons :—						D.	R.
Tonnage duty, at 2 reals per ton,	...	...	...	...	...	41	0
Anchorage dues,	...	...	...	...	...	2	0
Captain of port's fee,	...	...	...	...	...	2	0
Port surveyor's dues for examining hatches,	...	...	...	...	...	17	2
Lloyd's agent for order to port surveyor to examine hatches,	...	...	...	...	...	4	0
British Vice-consul,	...	...	...	...	...	12	0

Or about £16 8s.

D.78 2

Money, weights, and measures, same as Spain. See Cadiz.

BREMENHAVEN.

The expenses here, on a British vessel, 116 tons, arriving with coal, drawing 13½ feet (a Bremen foot is 11.38 English inches), the end of autumn, and sailing for Great Britain in November, the commencement of the winter quarter, with a cargo, drawing 12 feet, viz. :—

Pilotage in, 2 dollars, 16 gr. per foot (autumn or spring),.....D.30

Do. out, 2 dollars, 36 gr. per foot (winter),..... 30

The summer pilotage is 5 per cent. less than the spring and autumn.

Dock dues, discharging and loading,..... 20

Buoys and perches in the river, in and out,..... 11

About £15 3s. 4d.

D.91

DOCK OR HARBOUR DUES.

Vessels.	Burden.		In January, February, March, April, September, October, November, December.				In May, June, July, and August.					
			Rix-dol.	£	s.	d.	Rix-dol.	£	s.	d.		
Vessels of.....	Lasts.	Tons.	Lasts.	Tons.								
	300	450 and upwards	48	=	8	0	0	40	=	6	13	4
	250	375 to 300	45	„	7	10	0	35	„	5	16	8
	200	300 „ 250	36	„	6	0	0	30	„	5	0	0
	150	225 „ 200	30	„	5	0	0	25	„	4	3	4
	120	180 „ 150	24	„	4	0	0	20	„	3	6	8
Square-rigged	100	150 „ 120	21	„	3	10	0	17½	„	2	18	4
Galliot.....	—	— „ —	18	„	3	0	0	15	„	2	10	0
Square-rigged	80	120 „ 100	18	„	3	0	0	15	„	2	10	0
Galliot.....	—	— „ —	15	„	2	10	0	12½	„	2	1	8
Square-rigged	60	90 „ 80	15	„	2	10	0	12½	„	2	1	8
	—	— „ —	12	„	2	0	0	10	„	1	13	4
Galliot.....	40	60 „ 60	9	„	1	10	0	7½	„	1	5	0
	30	45 „ 40	6	„	1	0	0	5	„	0	16	8

The above rates are for two months ; should the vessel remain longer in harbour, then there is an increased charge of 1 to 6 rix-dollars, value 3s. 4d. to £1, for each additional month, in proportion to the season and the above measurement. 3 British or American tons equal to 2 lasts.

In addition to the above, the vessels are subject to another due of 5 groschen, or about 2½d. per ton of the goods on board ; that is,

Vessels arriving with goods on board, pay at this rate for the quantity of goods on board, but nothing more on departure, whether laden or in ballast.

Vessels arriving in ballast pay this rate on the quantity of goods laden for the outward voyage; this rate is therefore only paid once.

Pilotage and Light-house Dues.— $\frac{3}{4}$ groschen per 300 lbs. cargo per voyage. Ships in ballast are exempt.

Ballast.—Discharging or loading (very cheap), according to agreement.

Depth of Water.—At Bremenhaven Dock, 24 to 26 feet.

Ship-brokers are licensed officers, and give security to the amount of 2000 rix-dollars, for the faithful discharge of their duties. These are to engage freights, to sell vessels by auction, to enter vessels, and collect freights. They are *not* permitted to have partners, to transact any commercial business on their own account, to accept commissions or consignments, to sell or purchase bills of exchange, or to engage in any mercantile concerns.

None but appointed brokers of this class can undertake any of the duties assigned to them. Any person employing a non-appointed broker, is deprived of legal redress against the unauthorised agent by whose conduct he may sustain injury.

Ship-brokers are obliged to keep a register of all vessels coming in or going out, of the names of the captains who employed them to procure manifests of cargoes, and to attend to the payment of duties and other dues chargeable on vessel or cargo.

The fees allowed to them are, for chartering a vessel in bulk, 18 grotes per grain last; of this the owner pays 12 grotes, and the freighter 6 grotes.

For outward-bound vessels, taking merchandise as it may be offered, 2 per cent. on the freight.

For entering a vessel from sea, measuring 50 lasts, 5 rix-dollars; measuring 100 ditto, $7\frac{1}{2}$ rix-dollars; and if she measure above 100 lasts, 10 rix-dollars.

Entry dues are to be paid by the consignees of foreign vessels out of the commission they may charge.

For the collection of freight money, the broker is entitled to receive 1 per cent.; but the consignee of a *foreign* vessel is to pay this sum.

Money.—Accounts are kept in thalers, or rix-dollars, of 72 grootes or grotes; the grote being divided into 5 swares. The Bremen rix-dollar current is worth 3s. 2d. sterling; and the par of exchange is £1 sterling equal to 6 rix-dollars 22 grotes 4 swares.

Weights and Measures.—The commercial pound = 2 marks = 16 ounces = 32 loths = 7,690 English grains. Hence, 100 lbs. of Bremen = 109·8 avoirdupois. A centner = 116 lbs.; a shippound = $2\frac{1}{2}$ centners, or 290 lbs.; a waage of iron = 120 lbs.; a stone of flax = 20 lbs.; a stone of wool = 10 lbs. A ton of butter, great measure, = 300 lbs.; and a ton of butter, small measure, = 220 lbs. 4 quarts = 1 last; the last = 80·70 bushels Winchester measure, or 10·087 quarters; that is, 10 quarters and 0·7 bushel. A last of coals = 2 chaldrons Newcastle measure. 4 ankers = 1 tierce; $1\frac{1}{2}$ tierce = 1 oxhoft; the oxhoft = 58 English gallons. Wine is sometimes sold by the ahm of 4 ankers = $37\frac{3}{4}$ English wine gallons. A barrel of whale oil = 6 steckan, or 216 lbs. nett = $31\frac{1}{2}$ English wine gallons. A ship last of herrings, salt, and coals = 12 barrels. The Bremen foot = 11·38 English inches: hence 100 Bremen feet = 94·8 English feet.

BREMEN

Is in lat. 53. 5. N., long. 8. 48. E., and about 50 miles from the mouth of the river Weser. Vessels drawing more than 7 feet water cannot come up; but there is an excellent harbour at Vegesack, 13 miles below, where vessels drawing 13 to 14 feet come; and at Bremenhaven, 38 miles below Bremen, is a splendid harbour and docks, admitting vessels drawing 24 to 26 feet. The Weser is all buoyed up to Bremen, for the particulars of which and light vessels, see the Sailing Directions for the North Sea.

BRAKE, OR BROKE

(THIRTEEN MILES BELOW BREMEN).

For pilotage to Bremenhaven, see Bremenhaven, pp. 95, 96. The river pilotage up is 58 gr. per foot (Bremen measure).

Dolphin or anchorage dues, per vessel, 3 dollars 50 gr.

Vessels drawing 13 to 14 feet come up here.

BARCELONA

Is the second city of Spain, situated on the Mediterranean, in lat. 41. 22. 58. N., long. 2. 2. 11. E. The harbour is naturally bad, on account of the bar, which has frequently not more than 10 to 12 feet of water on it; and if it were not for the dredging machines, the harbour would soon be filled up. The mole runs out a considerable distance to the south, and has a light-house and batteries at its extremity. The depth of water within the mole is 18 to 20 feet. Small vessels moor in the harbour near the mole; large vessels outside, which in winter are much exposed. Pilots are always in attendance, when required, for vessels crossing the bar for the harbour; there is no compulsion to take them, but, as the charge is moderate, they are generally employed. This port is very unfavourable for careening, sea stores and provisions being very high.

The following are the charges on a British ship of 300 tons, discharging and loading a general cargo:—

	Reals.
Anchorage,	75
Double do.	75
New do.	15
Cleaning of port,	10
Lantern,	6
Captain of the port,	8
Light-house of Tarrifa,	211
New mole, 8 reals per ton,	2400
Loading, 1 real per ton,	390
Extraordinary contribution,	40
Consular fees, usually required,	160
Total,	R.3300

Taking the real at 4d., this would be about £55.

Money.—Accounts are kept in libra catalan, equal to 2s. 4d. nearly. It is divided into 20 suedos, and each suedo into 12 dineros. The libra is

likewise divided into *reals de plata catalan* of 3 sueldos each, and into *reals ardites* of 2 sueldos. 6.7 of the former, and 10 of the latter are equal to 1 libra catalan. The charges are given in *reals ardites*.

Weights and Measures.—100 Barcelona lbs. are equal to 88½ English. The yard or cana is equal to 21 inches English nearly. 100 quartera are equal to 23½ Winchester quarters. The quartera is the grain measure, and is divided into 12 cortanes. 4 picolines 1 cortane.

CHARLESTON (SOUTH CAROLINA)

Is situated on a point of land between the Ashly and Cooper rivers at their confluence, in lat. 32. 46. 33. N., long. 79. 48. W. The harbour is spacious and convenient; but the entrance to it is difficult, on account of sand banks. There are several channels through the banks, but only two are fit for vessels of any considerable tonnage. The entrance to the ship channel is in lat. 32. 40. N. The depth of water on the shallowest part of the bar, at low water, is 12 feet, and at high water, 17 to 18 feet. The depth in the middle channel is 9 feet, low water, and in Lawford channel 10 to 11 feet, low water. There is a light-house on the south point of Light-house Island, with a revolving light. It is about 80 feet high, and may be seen 3½ to 4 leagues distant.

PORT CHARGES.

	D. c.
Tonnage duty per ton,.....	1 0
Fee on entering at the custom-house,.....	2 60
Surveyor's fee on a foreign ship,	5 0
Harbour-master's fee,	2 0
Port-warden's survey, when required,	10 0
Fees on clearance at the custom-house,.....	2 70
Wharfage, per diem,.....	1 0

The greater or smaller tonnage of the ship makes no difference on any of the above charges.

Charges on rice, 31 cents per barrel, for drayage, cooperage, wharfage, &c. On cotton, 25 cents per bale, for drayage, wharfage, mending bales, &c.

Pilotage, Outward or Inward.

For 6 feet of water, or under, D.8	For 13½ feet and under 14 D.23
„ 7 feet and under 8 9	„ 14 feet „ 14½ 25
„ 8 feet „ 9 10	„ 14½ feet „ 15 29
„ 9 feet „ 10 11	„ 15 feet „ 15½ 31
„ 10 feet „ 11 14	„ 15½ feet „ 16 35
„ 11 feet „ 12 16	„ 16 feet „ 16½ 42
„ 12 feet „ 12½ 19	„ 16½ feet „ 17 50
„ 12½ feet „ 13 20	„ 17 feet,..... 60
„ 13 feet „ 13½ 21	

Port Regulations.—No vessel shall remain unmoored more than one tide after her arrival, and one tide on her departure. All vessels arriving must anchor fifty fathoms from the nearest wharf.

No vessel shall, under any pretence whatever, be hauled to any wharf or into any dock, until her yards are topped, her jib and spanker booms rigged in, her spritsail yards put fore and aft, and such of her anchors as are not in

use hove on the forecastle deck, or other suitable part of the vessel, so as not to obstruct the passage of other vessels by her sides.

No master can employ any slave to work on board his vessel, except such slave hath a city badge to work out. A negro on board a vessel, if he hath a badge, is entitled to receive $87\frac{1}{2}$ cents per day; half a day's labour, $43\frac{3}{4}$ cents; for one hour, $12\frac{1}{2}$ cents. If found with three meals on board, the master may deduct $18\frac{3}{4}$ cents, or $6\frac{1}{4}$ cents for each meal.

Vessels subject to perform quarantine, the pilot must conduct to the quarantine ground, and must remain on board, unless released by the port physician. The pilot is entitled to his provisions and 4.00 dollars per day while detained, and he is liable to a fine of 50 dollars if he disobey the law. The pilot who brought a vessel in has the exclusive right to pilot her out, unless he misbehaved himself when bringing her in. He must attend within twenty-four hours after notice, or he loses his right.

Pilots bearing down to vessels to the leeward of the bar, and boarding vessels ten leagues from land, are entitled to 4 dollars per day until they arrive in port, over and above their pilotage. The harbour-master must keep in his office a list of the pilots of both classes, and also the pilot laws, for the inspection of masters.

Money, weights, and measures, same as in England.

BERGEN (NORTH),

One of the principal commercial cities of Norway, in lat. 60. 24. N., long. 5. 20. 8., is situated at the bottom of a deep bay, which is surrounded on all sides by rugged rocks and islands, the water of which is deep, but owing to the intricacy of the passages and numbers of them, the access to the town is difficult, and is seldom or ever attempted without a pilot.

Charges on a British vessel of 300 tons, from April to October, with cargo in and out:—

CHARGES INWARDS.

	Sp.	d.	sk.
Pilotage from sea to Skuresness, drawing 13 feet, ...	4	0	
Do. distance money, Skuresness to Bergen, 10 miles			
Norwegian, at 60 sk. per foot per mile, ...	5	0	
Bill of health for the crew, 14 in all, ...	3	108	
Tonnage duty and light money, ...	35	0	
Broker, clearing, ...	5	60	

CHARGES OUTWARDS.

Pilotage distance money, Bergen to Skuresness, ...	6	80	
Do. Skuresness to sea, 13 feet, ...	2	80	
Muster-roll of crew, ...	4	80	
Pale, ring, or stake money, ...	0	90	
Measuring the vessel, ...	9	90	
Charity chest, ...	0	36	
Tonnage dues and lights, ...	35	0	
Broker's fees, ...	8	60	

At 4s. 6 $\frac{1}{2}$ d.—about £28 3s.

121 84

All vessels above 5 commercial lasts must take a pilot and pay at the rate of 6 to 7 feet, though not drawing so much, which is 1 dollar 72



sk. per vessel in, and 1 dol. 8 sk. out, for sea pilotage, from 1st April to 30th September; and in winter, from 1st October to 31st March, 2 dols. in and 1 dol. 40 sk. out.

Vessels arriving wind-bound or in distress only pay pilotage and ring or stake money.

Money.—The specie dollar (worth 4s. 6½d.) is divided into 120 skillings, and is the principal coin. There are also half dollars, equal to 60 skillings. One-fifth dollar piece is equal to 24 skillings. One-fifteenth dollar piece is equal to 8 skillings. The par of exchange is 4 specie dollars 42 and 6-17 skillings per £1.

Weights and Measures.—16 lbs. are equal to 1 lispound; 20 lispounds are equal to 1 shippound. 100 lbs. are equal to 110¼ lbs. English or avoirdupois. Last of herrings equal to 224 lbs. English. The Rhineland foot is equal to 12½ English inches nearly.

BOMBAY

Is one of the principal emporiums in the East, in lat. 18. 56. N., long. 72. 57. E., and stands on the S.E. extremity of an island of that name, separated from the mainland by an arm of the sea, forming, with other four contiguous islands, one of the best, safest, and most commodious harbours in India. The entrance to the harbour is between Old Woman's Island and Tull Point. There is a light-house on the south extremity of the former, elevated 150 feet above the level of the sea, which may be seen, in clear weather, about 7 leagues off. The point on which the light-house stands is surrounded by extensive reefs of rock. The harbour should never be attempted without a pilot, on account of several sand banks and sunken rocks. This is the only port in India of consequence which has or admits of the formation of capacious docks, on account of the rise and fall of the tide, which, at springs, is from 14 to 17 feet.

Buoy and Anchorage Dues.—All vessels not receiving pilots:—

From 10 to 20 tons,	Rps. 3 0	per An.
Above 20 & under 30 tons,	6 0	"
From 30 to 50 tons,	10 0	"
Above 50 to 100 "	20 0	"
" 100 to 150 "	25 0	"
" 150 to 200 "	30 3	"
" 200 to 250 "	35 0	"

Pilotage.—Square-rigged vessels of all descriptions:—

		Fair Season.		Monsoon.	
Above	tons,	...	Rps.	...	Rps.
50 to 300	tons,	...	50 0	...	75 0
" 300 to 400	"	...	55 0	...	80 0
" 400 to 500	"	...	60 0	...	85 0
" 500 to 600	"	...	65 0	...	90 0
" 600 to 700	"	...	70 0	...	95 0
" 700 to 800	"	...	75 0	...	100 0
" 800 to 900	"	...	80 0	...	105 0
" 900 to 1000	"	...	85 0	...	110 0
" 1000 to 1100	"	...	90 0	...	115 0
" 1100 to 1200	"	...	95 0	...	120 0
" 1200 and upwards,		...	100 0	...	125 0

Light-house Dues.—All vessels, 15 rupees per 100 tons per annum.

Money.—Accounts are kept in rupees, divided into quarters, and each quarter into 100 reas. The rupee (a silver coin) is worth 1s. 11d. The gold mohur, 29s. 2d.

Weights and Measures.—The unit of weight in all parts of India is the tola of 180 grains troy, divided into 12 mashes, each of which is divided into 8 ruttees, equal to 15 grains troy. 80 tolas equal to 1 seer, equal to $2\frac{1}{2}$ lbs. troy. 40 seer equal to 1 mun or (bazaar mauud) equal to 100 lbs. troy, or 82.2857 lbs. avoirdupois.

BANGKOK,

The capital of Siam, in lat. 13. 40. N., and long. 101. 10. E., is about 20 miles from the mouth of the river Menam. There is a bar at the mouth of the river composed of mud, and only admits vessels drawing $13\frac{1}{2}$ feet from February to September, and $14\frac{1}{2}$ feet from October to January, inclusive. This difference is occasioned by the rainy season. When vessels get over the bar, the river deepens considerably, and is very safe and commodious, with good anchorage. At Paknam, two miles from the bar, there are six to seven fathoms. At this place there is a sand bank, dry at low water. At the mouth of the river or bar, European vessels must heave to for a pilot, who will be supplied by the governor of Paknam, the charge for whom is inconsiderable. The anchorage is very trifling, and the measurement or tonnage duty on European vessels 118 ticals per Siamese fathom on the extreme breadth of the vessel. The duty on imports is 8 per cent. *ad valorem*. The charges on a British vessel, measuring $19\frac{1}{2}$ feet Siam would therefore be, for tonnage duty, 354 ticals; pilotage, say 60; anchorage, 6; making 420 ticals, or about £52 10s.

Money.—The currency consists only of cowrie shells and silver. 1 bat or tical weighs 236 grains silver, and is worth 2s. 6d.; 80 ticals equal to 1 cattie; 100 catties equal to 1 picul. The two latter coins are only used in large transactions.

Weights and Measures.—The cattie is equal to 2 lb. 10 oz. English; 4 cubits equal to 1 fathom, or $6\frac{1}{2}$ feet English.

HUASCO, CHILI.

Charges on a British vessel of 164 tons :—				D.	R.
Tonnage duty, at 2 reals per ton,	...	...	...	41	0
Anchorage dues,	...	...	...	2	0
Captain of port's fee,	...	...	...	2	0
Port surveyor's dues for examining hatches,	...	...	...	17	2
Lloyd's agent for order to port surveyor to examine hatches,	...	...	...	4	0
British Vice-consul,	...	...	...	12	0

Or about £16 8s.

D.78 2

Money, weights, and measures, same as Spain. See Cadiz.

The sub-ports of St. Carlos (Isle of Chiloe) and Balbibia are likely soon to become principal ports, but in the meantime vessels are not allowed to load there; but vessels in distress, or wind-bound, are permitted to get any thing off for their assistance and immediate wants, free of any expense as regards port charges.

BUENOS AYRES,

In lat. 34. 36. 29. S., long. 58. 23. 34. W., is situated about 200 miles from the mouth of the river La Plata. The navigation is dangerous, and vessels always take pilots. There is no harbour. Small vessels lie in the roads, and large vessels, drawing 16 to 17 feet, lie in the outer roads, about 7 to 8 miles from the shore, and have to load and unload by means of lighters.

Charges on a British vessel of 139 tons, discharging and loading a general cargo :—

	D.	c.
*Pilotage from Monte Video,.....	500	0
Stamps and fees, entering inwards,.....	64	0
Do. do. clearing outwards,.....	68	0
Inward port dues,	116	2
Outward do.	121	2
Permit to load,.....	32	0
British consul's fees,	238	0
Pilotage from and to outer roads,.....	300	0

Or about £15 10s.

Paper dollars, 1439 4

Exchange varies from 2½d. to 3d. each.

*In the above case the pilotage was divided 'twixt and three other vessels which went up with one pilot amongst them—the deepest vessel leading. There is no compulsion to take a pilot. The following is the pilotage when one vessel has a pilot, and is payable on going up, at Monte Video, and in coming down, at Buenos Ayres :—

If the draught of water do not exceed	If the draught of water do not exceed
9 feet Burgos measure, ....D. 50	13 to 14 feet, Burgos measure, D.120
9 to 10 feet, „ 60	14 to 15 feet, „ 140
10 to 11 feet, „ 70	15 to 16 feet, „ 160
11 to 12 feet, „ 80	16 to 17 feet, „ 190
12 to 13 feet, „ 100	17 to 18 feet, „ 220

These are hard dollars, worth 3s. 7d. each.

Money, weights, and measures, same as Spain. See Cadiz.

BALTIMORE,

The capital of Maryland, United States, is situated about fourteen miles from the mouth of the river Patapsco, which falls into Chesapeake bay. The harbour is spacious, convenient, and the water deep. Lat. 39. 17. N., long. 76. 36. W.

Port Charges.—Tonnage duty, on British vessels, one dollar per ton.

PILOTAGE.

Masters of vessels over 100 tons burthen, and drawing nine feet or more of water, inward bound, must receive the first pilot offering below the Horse-Shoe, and must keep him unto the first port of discharge, or pay half pilotage. When outward bound, they must take that pilot, or one of his company, if they apply, as pilot to the Capes, or pay half pilotage ; but coasting vessels, of less than 130 tons, outward bound from Baltimore, are not obliged to employ a pilot.

Masters incur a penalty of 30 dollars by refusing to shew a pilot the

register or license ; and the pilot incurs a penalty of 50 dollars by taking other than legal pilotage.

Vessels following a vessel having a pilot on board pay half pilotage.

A pilot losing a vessel through negligence is liable for damages. If he run a vessel on shore, he loses his pilotage, and is also liable for damages, if done through carelessness.

Pilotage from sea to Baltimore, 3.50 dollars per foot ; from Baltimore to sea, 2.50 dollars per foot.

Pilots must shew their warrant to officers when offering their services, or forfeit ten dollars ; and also *a copy of the act* when receiving their pilotage, under a penalty of 20 dollars ; and if they be required to exhibit the act, and refuse, then 60 dollars.

Foreign vessels must take a pilot, if one offer, or pay full pilotage, and they pay one-third more than American vessels.

If a pilot be carried to sea against his inclination, he is entitled to receive as follows :—1st class, if his boat be in attendance, 30 dollars per month, otherwise, 20 dollars per month ; 2d class, 24 dollars per month, or otherwise, 16 dollars per month ; 3d class, 20 dollars per month, or otherwise, 12 dollars per month ; and if his boat be ready to take him off, and the same can safely be done, the master must pay him in addition 300 dollars.

Masters arriving at Baltimore must, within twenty-four hours after entering at the custom-house, report to the mayor or recorder the names, ages, and occupations of all alien passengers on board during the voyage, or they incur a penalty of twenty dollars for each passenger not reported.

Within forty-eight hours, the master must pay 1.50 dollar for each passenger above five years of age ; and if any such passengers be landed before making such payment, the master incurs a penalty of 100 dollars for each person landed. The same penalty is incurred by landing an alien passenger within fifty miles of the city, unless payment be made for such person within forty-eight hours, or a bond be given to prevent his becoming a public charge.

The same report must be made to the municipal authorities upon arriving at any other port in the state ; but the master has the option of paying 1.50 dollar for each passenger, or of giving a bond for 150 dollars for each person, to indemnify the country from all charges incurred for two years. A penalty of 100 dollars for each passenger landed is incurred by landing aliens in any port before complying with these requisitions.

Masters must, within ten days after arriving, deliver to the registrar an inventory, under oath, of all property on board belonging to any deceased passenger, or they incur a penalty of 200 dollars. This property is appraised by the registrar, and may be sold at public auction, or be taken by the master or owner in payment, or part payment, of his claim for passage-money. But if the passenger died before half of the passage was performed, no passage-money is due.

Masters knowingly bringing any convict into the state, or importing any free person of colour, with intent to sell him, are liable to be imprisoned from one to five years.

The harbour-master is entitled to 5 dollars on every foreign vessel, in addition to his ordinary fee of $1\frac{1}{2}$ cent per ton.

A penalty of 50 dollars is incurred by throwing any dirt, ballast, gravel,

or other material of like kind, into any stream of water within the limits of the city, or within four miles thereof; and also by throwing any animal or vegetable matter into the basin or docks, between the first day of June and the first day of November, a penalty of 10 dollars is incurred.

Money.—In Maryland, the dollar is worth 7s. 6d. currency, and the pound sterling £1 13s 4d.

Weights and measures same as those of Great Britain.

ST. ANTONIO, CHILI.

Charges on a British vessel of 164 tons :—						D.	R.
Tonnage duty, at 2 reals per ton	...	...	...	...	...	41	0
Anchorage dues	...	...	...	...	...	2	0
Captain of port's fee	...	...	...	...	...	2	0
Port surveyor's dues for examining hatches	...	...	...	...	...	17	2
Lloyd's agent for order to port surveyor to examine hatches	...	...	...	...	...	4	0
British Vice-consul	...	...	...	...	...	12	0

Or about £16 8s.

D.78 3

Money, weights, and measures, same as Spain. See Cadiz.

DORT, OR DORDTRECHT,

Is situated on an island on the south side of the Waal, a branch of the Maese, ten miles south-east of Rotterdam, in lat. 51. 48. 52. N., and long. 4. 39. 44. E. It has several quays and a good harbour, from which two canals lead into the middle of the town. There are building docks, and Dort is favourable for careening.

Charges on a British vessel, 152 tons per register, with iron, and bound outward for England, in ballast :—

	G.	c.
Sea pilotage at Helvoetsluis,.....	79	83
River do. do.	26	65
Pilotage to move the vessel into the harbour,	1	75
Sea protest,.....	1	80
Bridge money,	0	55
Harbour dues, inwards,.....	31	00
Do. do. outwards,	0	0
The Society for saving shipwrecked seamen,	1	66
Paid for measuring the vessel and certificate,	6	28
45 lasts ballast, at 108 cents per last,	48	60
*Lastage inwards and outwards,	170	83
Custom-house charges,	13	95
Lights, buoys, and beacon money,	38	39
Brokerage on freight inwards, G.1794, at 2 per cent.....	35	88
Clearance at the custom-house,	6	30
Town dues for the provisions,	0	60
List of the provisions outwards,.....	1	50

About £47 17s.

G.465 57

Money, weights, and measures, see Amsterdam, pp. 84, 85.

* For observations on this charge, see Amsterdam.

GUANO ISLANDS.

105

We have been favoured, by the house of Carson & Kilgour of Liverpool, with the following list of the various places, drawn from the most authentic sources, where, if looked for, Guano is most likely to be found,—a species of information which will be found most interesting and important to the shipping interest :—

NAME.	Long. W.	Lat. N.	REMARKS.
Lisiansky, Taura, &c.	174 00	26 00	Large rookeries, volcanic.
Sandwich Islands, Bird	155 00	22 00	Immense do.
Farrallone Islands	122 35	37 41	Great resort for birds.
Guadaloupe	117 41	28 56	Great number of seals.
Ceinzas	116 51	29 39	Great number of sea elephants, &c.
Cerros, &c. Rocks	114 37	27 52	Seals ; a few birds.
Socorro	110 09	18 53	Numbers of seals and birds.
Clippertons	109 28	10 15	Covered with sea fowl ; volcanic.
Bird Isles	89 30	22 20	Probable.
Cocos Islands	87 00	05 25	Do.
Guano's Point	81 26	23 07	Name sufficient.
Sombrero Island	81 04	24 29	Guano probably ; rookeries.
Bird Kay	71 00	21 27	Very probable.
Bird Island	70 00	47 00	Surmise of Guano deposit.
Aves Island	67 30	11 57	Great resort ; vessels go for the eggs.
Bird Kay	64 53	18 20	Very probable.
Sombrero de Caribees	63 30	18 37	Do.
Tabago	60 30	11 25	Is found ; quality inferior.
St. Paul's Rock	29 30	00 55	Covered ; looks white.
Cape de Verdes	25 00	17 00	Resort for birds ; volcanic.
Bird Island	24 00	16 00	Very probable.
Teneriffe	16 20	28 30	Do.
Alcatras Island	15 30	10 39	Do.
	E.	"	
Byers' Island	177 04	28 32	Covered with sea fowl ; volcanic.
Livingston's	150 22	8 25	Frequented by sea fowl.
Gezirat ul Hemr	59 00	20 00	Vessels go for Guano from the Red Sea.
Barrier Island	176 00	35 20	Probable.
Auckland Island	166 18	48 04	Abounded once with seals.
Penguin Island	147 30	43 20	Very probable.
Islands (Port Adelaide)	136 00	34 40	Vessels gone for cargo : immense quantities said to exist.
Dampier Archipelago	118 00	20 00	Most probable.
Darre Island	113 15	25 15	Do.
Dick Hartag	113 00	26 00	Do.
Rosemary	111 00	21 00	Do.
Desolation	69 09	48 40	Large rookeries ; ship loads of eggs.

GUANO ISLANDS.

NAME.	Long. E.	Lat. N.	REMARKS.
Seychelles	55 00	3 30	Very likely.
Isle Mafame	41 00	16 41	Do.
Latham's Island	39 54	6 45	Covered with Guano.
Chaos or Bird Island	26 00	33 50	Numerous birds.
Robben or Penguin	18 19	33 48	Great resort of penguins.
Dasseu or Coney	18 2	33 27	Great resort of penguins and gannets.
Islands, Whale Bay	15 50	27 23	Very probable.
Possession Island	15 8	26 57	Immense quantity.
Angra Pequena	15 7	26 39	Do.
Mercury	14 58	25 42	Do.
Ichaboe	14 47	26 24	Do.
Hallam's Bird	14 22	24 38	Seals, penguins, and birds.
Bouvette Island	06 11	54 15	Seals and birds abound.
	W.	S.	
Gallapagos	94 00	00 00	Very probable.
Salango	80 46	01 35	Numerous birds and seals.
Lobos à Tierra	80 45	06 35	Thousands of ship loads of Guano.
Mobos Afuera	80 42	06 59	Do.
Lasafuera	80 15	33 30	Resorted to by thousands of seals.
St. Felix Island	80 00	26 30	Many birds; volcanic.
Malabrigo	79 35	07 50	Resort for birds and seals.
Guanape	79 00	08 35	Do.
Guanchaco Rocks	78 58	08 01	Abound with seals and birds.
Guano	78 45	01 25	Name sufficient.
Santa Island	78 22	09 30	Resort of birds and seals.
San Martin	77 35	11 10	Seals and birds.
Saugallan	76 35	13 50	Innumerable birds and seals.
Tinkers	76 25	13 53	Do.
Chincha Islands	76 20	13 30	Great quantities of Guano.
Carnero Bay	73 45	38 18	A few small rookeries.
Santa Maria	72 38	37 03	Do.
Choros Island	71 39	29 25	A few seals and birds.
Coast from Copiapo	71 15	29 55	Birds and seals in numbers.
Coquimbo, Bird Island, &c.	70 57	27 15	Do.
Port Desire	65 59	47 46	Penguins in great numbers.
Penguin Island and others }			
New Island (Falkland)	61 20	52 00	Birds in immense numbers.
New Bay	64 00	43 00	Vast numbers of penguins and seals.
Port Melo	52 30	45 03	Do.
Maricas	43 20	23 07	Very probable.
Maurice Island	43 10	23 02	Do.
St. Ann's	41 47	22 24	Do.
Fernando de Noronha	33 30	03 00	Do.
Ascension	14 12	08 20	Small quantities amongst the rocks.

NAME.	Long. W.	Lat. S.	REMARKS.
Tristan d'Acunha	13 00	37 00	Vast numbers of penguins and seals.
Gough's Island	9 40	40 20	Frequented by seals and penguins.

Guano will probably be found on all Islands of a volcanic nature, of good quality, within 28 degrees to the north and 28 degrees to the south of the Equator; beyond those limits its properties are likely to be less valuable.

GALACZ, OR GALATZ,

A considerable rising town of Moldavia, on the Danube, between the confluence of the Sereth and Pruth with that noble river, lat. 45. 25. N., long. 28. 0. E. Since 1829, a good many English houses have established themselves here. Galacz is in the best position for becoming the port of the Danube. At present, however, it is only the port of Moldavia.

Entrance to Galacz.—Of the three principal mouths of the river, the Soulineh (middle) mouth, in lat. 45. 10. 30. N., long. 29. 41. 20. E., is the only one accessible by vessels of considerable burden. The depth of water on the bar, at its entrance, $\frac{1}{2}$ mile from shore, varies from 10 to 13 and 14 feet, according to the season of the year and the direction of the wind. From the bar to Galacz and Brahilow, there is nowhere less than 18 feet water, and in many places from 60 to 70 feet. Vessels of 300 tons lie close to the quays at Galacz. The shores at the mouth of the river being low, and bordered with reeds and shoals, vessels intending to enter the river generally make the small rocky islet of Phidonisi, or Serpent's Isle, in lat. 45. 15. 15. N., long. 30. 10. 30. E., whence the Soulineh mouth bears W. by S., distant 23 miles. According to Mr. Cunningham, the first objects seen, on nearing the shore, are the masts of vessels in the river and the houses in the town of Soulineh, which, however, are very low. Hagemeister says that there is a wooden tower on the south shore at the entrance to the river; but, though the contrary has been often affirmed, and its position given in Arrowsmith's map, there is certainly no light-house. When a ship approaches the entrance, a boat from the Russian captain of the port goes off, and by waving a red flag indicates the course to be kept. Lighters are generally stationed without the bar, into which large ships discharge a part of their cargoes; and pilots may generally be obtained from them or other vessels. As the current is sometimes very strong, and difficult to stem, the establishment of steam tugs at the mouth of the river would obviate the principal difficulties incident to its navigation. An E.S.E. wind carries a vessel from Soulineh to Galacz through all the different reaches of the river; but otherwise the navigation is difficult, and tracking is in parts necessary.

Anchorage, 30 piastres per vessel. A guardian of observation is required for 5 days, at 5 piastres per day. Vessels generally remain in quarantine during their stay, as little or no advantage is gained by taking pratique. The time depends on the state of health in Turkey, from 7 to 40 days.* 3 per cent. *ad valorem* is the duty on all articles, except provisions, imported into, or exported from, Moldavia and Wallachia.

* The quarantine regulations are strictly enforced, unless performed previously to entering the river.

Galacz is a free port for warehousing, re-exporting, and consuming provisions in the town.

Money, Weights, and Measures.—These are mostly the same as at Constantinople, which see. Accounts are kept in piastres and paras. 1 piastre equal to 40 paras. A piastre is worth about $3\frac{2}{3}$ d. sterling.

Galacz.—Ducat blanc = 44 piastres. Silver ruble = 15 piastres. Spanish dollar = 19 piastres 32 paras. Turkish yermelik, old coinage, = 19 piastres 32 paras; Turkish yermelik, new coinage, = 17 piastres 15 paras. Austrian swanzikers = 3 piastres 5 paras. It is to be observed that when exchanges are so high that it is requisite to remit in specie, any of these coins may go to a premium, according as it suits better than others for the remittance; and just now, owing to the want of bills to remit to Austria, the ducat blanc = 44 piastres 20 paras.

Ibraila has two rates of currency; the one for charges, which is the same as in Galacz, and the other for the purchase of merchandise, as follows:—Ducat blanc = 32 piastres; Spanish dollar = $14\frac{1}{2}$ piastres; Turkish yermelik, old coinage, = $14\frac{1}{2}$ piastres; Turkish yermelik, new coinage, = 12 piastres 28 paras; swanziker = 2 piastres 12 paras. *Note.*—The same as in Galacz, any of these coins may go to a premium.

Galacz and Ibraila.—All duties are paid in both places, in the course of the Treasury, as follows:—Ducat blanc = $31\frac{1}{2}$ piastres; silver ruble = $10\frac{1}{2}$ piastres; Spanish dollar = 14 piastres; Turkish yermelik, old, = 14 piastres; swanziker = $2\frac{1}{4}$ piastres. The ducat blanc weighs 1 Turkish drachm.

GALVESTON

Is the principal port of Texas, situated at the north-east end of the island of that name, on the north shore of the Gulph of Mexico, and on the channel forming the entrance to the bay of Galveston, an extensive inlet of the sea, between the north side of the island and mainland, lat. 29. 16. 37. N., long. 94. 49. 41. W. The bar outside Galveston harbour and bay, between the north-east end of the island and Point Bolivar on the mainland, has not more than $13\frac{1}{2}$ feet water at the highest springs, and but 10 feet at ebb: hence the smaller class of vessels, or those under 200 or 250 tons, are most suitable for the trade of the port, as well as for that of almost all the other ports on the north and east sides of the gulph, the deficiency of water being all but universal. Though the land be low, the houses of Galveston may be seen from the masthead at a distance of several miles. Vessels drawing 8 feet water and upwards should, however, not approach the bar nearer than 6 fathoms, without heaving to and making the signal for a pilot, which is promptly attended to. Vessels drawing less than 8 feet water may approach the bar till the water shoals to 4 fathoms before heaving to. Vessels making the port in the night should invariably anchor in 5 or 6 fathoms; and the holding ground being excellent, those who are well found in anchors and cables have nothing to fear. Pilot boats are now constantly on the look-out; and ships should on no account attempt crossing the bar till they have got a pilot on board. In the harbour there is from 18 to 30 feet water. The bay, which stretches about 35 miles from N. to S., and from 12 to 18 miles from E. to W., has not generally more than 9 feet water, and is intersected by a bar, on which there is only 5 to 6 feet water.—

(*Kennedy's Texas*, i. 29.)—Several very considerable rivers have their embouchure in the bay, so that the town has a considerable command of internal navigation.

Tonnage duty.—All sailing vessels entering any port of the Republic from any foreign port or place, are chargeable with a tonnage duty of 60 cents per ton, and steam-boats with 30 cents, according to registered tonnage.

Entrance.—Any ship or vessel of less than 100 tons burden pay $1\frac{1}{2}$ dollar; of 100 and upwards, $2\frac{1}{2}$ dollars.

Clearance.—For every clearance of vessels of the above-mentioned burden, the same fees respectively:—

	D. c.
Port entry,	2 0
Permit to land goods ..	0 20
Bond taken officially,	0 40
Permit to load goods for exportation, that may be entitled to debenture or official certificate,	0 40
Bill of health,	0 20
For every document (registers excepted) required by any merchant, owner, or master of any ship or vessel not before enumerated,	0 20

Rates of Pilotage at Galveston.—On all vessels drawing less than 8 feet water, 2 dollars 50 cents per foot. On all vessels drawing 8 feet and over, 3 dollars per foot.

Any pilot that may be detained waiting on any vessel bound for sea, or any vessel that may be prevented from entering the port by contrary winds or otherwise, shall be entitled to 3 dollars per day for each day he may be detained after the first twenty-four hours.

Any pilot taking charge of a vessel in distress from loss of anchors, spars, or rudder, shall receive such extra compensation as in the opinion of the collector of customs the circumstances of the case may require; the same to be awarded by the collectors after hearing the parties.

Any pilot speaking a vessel outside the bar, inward bound, or any vessel inside the bar, outward bound, and offering his services, shall be entitled to full pilotage whether those services be accepted or not. Any pilot speaking a vessel, inward bound, inside the bar, shall, if his services be accepted, be entitled to half pilotage; but, if his services be not accepted, he shall not be entitled to any pilotage.

Any vessel, after waiting outside the bar for four hours with a signal for a pilot flying, may enter port free of all pilotage charges. Any pilot boarding a vessel 15 miles from shore, shall be entitled to 25 per cent. more than the regular rates for off-shore pilotage.

Consignees are, in all cases, liable for the pilotage of vessels consigned to them, and no vessel is permitted to go to sea until all pilotage has been paid.

Pilot Regulations at Galveston.—The collector of customs at Galveston is authorised to appoint as many pilots as may be necessary for the shipping, with power of suspension and dismissal, requiring bond with good security, in the sum of 10,000 dollars, for the faithful performance of his duties; without which appointment it is not lawful for any person to exercise the calling of pilot.

Each branch pilot may appoint two deputies, for whose acts he is responsible; these appointments are subject to the approval of the collector. Any pilot or deputy taking charge of a vessel while in a state of inebriety, forfeits his appointment. Any pilot wilfully or negligently losing any vessel, is to be dismissed, and is, with his sureties, liable to the party injured for all damages sustained by reason of his misconduct.

Any branch or deputy pilot who fails to board with promptitude a vessel in need of his services, is, for the first offence, subject to the penalty of suspension for three months, and for the second, to forfeiture of his appointment; and any pilot, who for any cause whatever forfeits his branch, or appointment, is ever afterwards held incapable of filling any office of the kind.

Money, weights, and measures, same as United States, for which see New York, page 56.

COPENHAGEN

Is situated on the east coast of the island of Zealand, in the channel of the Baltic called the Sound. Lat. 55. 41. 4. N., long. 12. 35. 46. E. In going into Copenhagen, the course is between the buoy on the Stubben Bank to the left, and the buoy on the Middle-grounds, and those in advance of the three Crown batteries on the right, W.S.W. by compass. From the three crowns to the roads the course is S.S.W. The water in the channel is from 4 to 6 fathoms deep; but it is narrow, and the navigation rather difficult. There is no obligation to take a pilot on board; but if a vessel wish for one, she may heave to abreast of the battery, when he will come to her. Vessels not intending to come into harbour bring up in the roads, at from a quarter to half a mile from shore, in about four fathoms, the town bearing S.S.W. In the harbour, within the boom, the water is from 17 to 18 feet deep. Vessels in harbour load and unload alongside the quay. The anchorage in the roads is good and safe.

Pilotage, &c.—When ships come into Elsineur roads, or lie wind-bound near the Lappen, watermen come on board to inquire if the master will be carried ashore to clear; and in rough weather it is always best to make use of their services, their boats being generally very safe. The Danish authorities have published a table of rates, being the highest charge that can be made by the boatmen upon such occasions; but captains may bargain with them for as much less as they please, 15s. to 30s. being usual, according to the weather. Most ships passing the Sound take on board pilots, the signal for one being a flag at the fore-topmast-head. Those bound for the Baltic take a pilot at Elsineur, who either carries the ship to Copenhagen or Dragoe, a small town on the south-east extremity of the island of Amack, where she is clear of the grounds. Those leaving the Baltic take a pilot from Dragoe, who carries the ship to Elsineur. Sometimes, when the wind is fresh from the E. and S.E., it is impossible for a ship bound for Copenhagen or the Baltic to double the point of Cronborg; and in that case an Elsineur pilot is sometimes employed to moor the ship in the channel towards Kull Point on the Swedish shore, in lat. 56. 18. 3. N., long. 12. 26. E. But this does not often happen, as the Danish government employ steam tugs for the special purpose of bringing ships, in adverse weather, round Cronborg Point. The pilots are regularly licensed, so that, by em-

ploying them, the captain's responsibility is at an end. Their charges are fixed by authority, and depend on the ship's draught of water. We sub-join a copy of the table applicable to pilots taken on board at Elsinour to carry ships to Dragoe, Copenhagen, or Kull Point, with the sums both in silver and in Rigsbank paper dollars.

<i>Pilotage from the 1st of April to the 30th September, from Elsinour to</i>								
<i>Ships drawing Water.</i>		DRAGOE.		COPENHAGEN.		KULL POINT.		
		<i>Silver.</i>	<i>Paper.</i>	<i>Silver.</i>	<i>Paper.</i>	<i>Silver.</i>	<i>Paper.</i>	
	<i>Feet.</i>	<i>R. b. dr. sch.</i>	<i>R. b. dr. sch.</i>	<i>R. b. dr. sch.</i>	<i>R. b. dr. sch.</i>	<i>R. b. dr. sch.</i>	<i>R. b. dr. sch.</i>	
Under...	8	11 78	12 18	9 10	9 38	5 72	5 89	
Between	8 & 9	13 16	13 56	10 6	10 36	6 63	6 83	
"	9 „ 10	14 50	14 94	11 2	11 35	7 53	7 76	
"	10 „ 11	15 84	16 36	11 94	12 34	8 44	8 69	
"	11 „ 12	17 22	17 74	12 91	13 33	9 35	9 63	
"	12 „ 13	18 56	19 16	13 87	14 32	10 25	10 56	
"	13 „ 14	19 90	20 54	14 83	15 31	11 16	11 50	
"	14 „ 15	21 28	21 92	15 78	16 30	12 7	12 43	
"	15 „ 16	22 62	23 34	16 75	17 29	12 93	13 36	
"	16 „ 17	24 65	25 43	18 56	19 16	13 84	14 30	
"	17 „ 18	26 68	27 52	20 37	21 2	15 44	15 90	
"	18 „ 19	28 71	29 61	22 19	22 86	17 3	17 54	
"	19 „ 20	30 74	31 72	24 0	24 72	18 59	19 19	
"	20 „ 21	32 77	33 80	25 77	26 58	20 19	20 80	
"	21 „ 22	34 80	35 89	27 59	28 46	21 74	22 43	
"	22 „ 23	36 83	38 1	29 40	30 32	23 34	24 28	
<i>From Oct. 1 to Mar. 30.</i>								
Under...	8	14 92	15 40	11 35	11 70	7 53	7 76	
Between	8 & 9	16 75	17 30	12 61	13 2	8 73	9 3	
"	9 „ 10	18 56	19 16	13 88	14 64	9 92	10 26	
"	10 „ 11	20 37	21 2	15 19	15 64	11 16	11 50	
"	11 „ 12	22 19	22 86	16 47	17 0	12 36	12 73	
"	12 „ 13	24 0	24 72	17 73	18 30	13 55	14 0	
"	13 „ 14	25 77	26 58	19 4	19 62	14 75	15 24	
"	14 „ 15	27 59	28 46	20 29	20 90	15 95	16 48	
"	15 „ 16	29 40	30 32	21 57	22 26	17 17	17 68	
"	16 „ 17	32 12	33 12	24 0	24 72	18 37	18 92	
"	17 „ 18	34 80	35 88	26 39	27 22	20 48	21 14	
"	18 „ 19	37 52	38 68	28 79	29 70	22 57	23 28	
"	19 „ 20	40 24	41 48	31 21	32 19	24 68	25 46	
"	20 „ 21	42 92	44 28	33 60	34 65	26 79	27 64	
"	21 „ 22	45 64	47 9	36 4	37 16	28 88	29 78	
"	22 „ 23	48 36	49 85	38 43	39 62	31 3	32 0	

And vice versa.

Port Charges vary according as the vessel has come from this or the further side of Cape Finisterre, or from the Indian seas; as she is wholly or only part loaded; and as she clears out with goods that have been *in transitu*, and are for the most part free of duty, or has on board a cargo of native produce subject to duty. On a ship of 300 tons belonging to England, from this side Cape Finisterre, unloading and loading mixed cargoes in Copenhagen, the different public charges, including Sound dues, brokerage, &c. would be about £60; and from the further side of Cape Finisterre, the charges would be about £99 10s. When a ship is not fully loaded, lastage money and light dues are only charged in proportion to the

cargo on board. Lastage money is not charged on ships outward bound, laden with transit goods, as tar, pitch, iron, &c.

Charges on a vessel of 100 tons British, $44\frac{1}{2}$ Danish lasts, or 49 Norwegian lasts, with cargo in from Stettin, and ballast out:—

	R.	b.	d.	mks.	sk.
Tonnage duty,	22	4	0		
Light money,	13	0	8		
Petty expenses,	3	4	4		
Broker, in,	7	8	8		
Bridge money,	5	2	0		
Sea protest,	0	3	10		
Dock master and quay money,	7	5	8		
Quarantine certificate,	0	3	0		
Tonnage duty, out,	3	2	0		
Lights, out,	8	1	0		
Petty expenses, do.	3	4	4		
Measuring vessel,	5	2	6		
Clearing out,	3	4	4		
Stamped papers,	1	4	8		
Consulage,	6	3	12		
Muster-roll,	1	4	2		
Pilot, for hauling out of harbour,	0	5	9		
Commission on freight,	5	2	7		
Postages, &c.	1	4	12		

About £12.

Rixbank dollars 105 4 6

No pilot in or out; no compulsion.

Money.—Accounts are kept in rixdollars of 6 marcs, or 96 skillings; the rixdollar being formerly worth about 4s. 1d. sterling. But in 1813, a new monetary system was adopted, according to which the new or *Rigsbank* dollar is worth 2s. $3\frac{1}{4}$ d., being half the value of the old specie dollar, and $\frac{2}{3}$ of the old current dollar. But the money generally used in commercial transactions is bank money, which is commonly at a heavy discount. The *par* of exchange, estimated by the Rigsbank dollar, would be 8 dollars 7.6 skillings per pound sterling.

Weights and Measures.—The commercial weights are, 16 pounds = 1 lispound; 20 lispound = 1 shippound; 100 lbs. = $110\frac{1}{4}$ lbs. avoirdupois. The liquid measures are, 4 ankers = 1 ahm or ohm; $1\frac{1}{2}$ ahm = 1 hogshead; 2 hogsheads = 1 pipe; 2 pipes = 1 quarter. The anker = 10 (very nearly) English wine gallons. A *fuder* of wine = 930 pots; and 100 pots = $25\frac{1}{2}$ wine gallons. The dry measures are, 4 viertels = 1 scheffel; 8 scheffels = 1 toende or ton; 12 tons = 1 last; 1 last = $47\frac{1}{2}$ Winchester bushels. The last of oil, butter, herrings, and other oily substances should weigh 224 lbs. nett. The measure of length is the Rhineland foot, = $12\frac{1}{3}$ inches very nearly. The Danish ell = 2 feet; 100 ells = $68\frac{2}{3}$ English yards.

GIBRALTAR,

Commanding the entrance into the Mediterranean, is a great commercial station, being a depôt for foreign produce, with which it supplies the adjacent provinces of Spain, and trades largely with the Moors of the

opposite coast of Barbary. It is a free port, subject to no duties, and to few restrictions. Spirits cannot be landed, unless accompanied by a cocket from England.

Money.—Accounts are kept in current dollars (pesos), divided into eight reales of sixteen quartos each; twelve reales currency are a cob or hard dollar, in which goods are bought and sold, and three of these reales are considered equal to five Spanish reales de vellon. Gibraltar draws on London in effective dollars of 12 reales, and London on Gibraltar in current dollars of 8 reales. The exchange of Gibraltar on Cadiz, and other cities of Spain, is in hard dollars at a per centage, which varies considerably, and mostly in favour of Gibraltar.

Weights and Measures, same as those of England, excepting the following:—Grain, &c. is sold per fanega, five of which make one Winchester quarter; wine is sold per gallon, 100 of which are equal to 109 2-5ths English wine gallons.

BENGAL.

CALCUTTA, the principal city of the province of Bengal, the capital of the British dominions in India. Its citadel is in lat. 22. 34. 49. N., long. 88. 27. 16. E. It is about 100 miles from the sea, being situated on the eastern bank of the western branch of the Ganges, denominated by Europeans the Hooghly River, which is the only arm of the Ganges navigable to any considerable distance by large ships. At high water, the river opposite to the town is about a mile in breadth; but during the ebb the side opposite to Calcutta exposes a long range of dry sand banks. Owing to the length and intricacy of the navigation from the sea, it cannot be undertaken without a pilot. The town, excluding suburbs, extends about $4\frac{1}{2}$ miles along the bank of the river, with an average breadth inland of about $1\frac{1}{2}$ mile. Fort William, the citadel, lies on the same side of the river, a little lower down. It is a strong regular fortification; but so extensive that it would require a garrison of 10,000 men for its effectual defence. Calcutta possesses great natural advantages for inland navigation; all sorts of foreign produce being transported with great facility on the Ganges and its subsidiary streams to the north-western quarters of Hindostan, over a distance of at least 1000 miles, while the productions of the interior are received by the same easy channels.

Pilotage.—The navigation of the river Hooghly from the Sand Heads to Calcutta, a distance of about 130 miles, is naturally dangerous and intricate; but rendered comparatively safe by a skilful and excellent, though very costly pilot establishment. This consists of twelve vessels, being brigs of between 150 and 200 tons burthen, capable of maintaining their stations in the most boisterous season, which extends from April to October inclusive; 12 branch pilots; 24 masters; 24 first mates, 24 second mates, and between 70 and 80 volunteers. Each branch pilot has a salary of £70 a-month; each master, £27; first mates, £15; and second mates and volunteers, £6 each.

All vessels pay the same pilotage. By broken pilotage is meant the proportion of full pilotage between the different stages or places of anchorage.

The whole pilot establishment and the care of the navigation of the Hooghly is under the management of government, and is directed by a marine board, with a master attendant and harbour-master.

PILOTAGE CHARGEABLE ON VESSELS' INTERMEDIATE OR BROKEN PILOTAGE.

Draught of Water.	Full Pilotage.		One twelfth.		Two-twelfth.		Three-twelfth.		Four-twelfth.		Five-twelfth.	
	Co.'s Rupees.		Co.'s Rupees.		Co.'s Rupees.		Co.'s Rupees.		Co.'s Rupees.		Co.'s Rupees.	
	Inward.	Outward.	Inward.	Outward.	Inward.	Outward.	Inward.	Outward.	Inward.	Outward.	Inward.	Outward.
Under 8 ft.	50	50	4 2 8	4 2 8	8 5 4	8 5 4	12 8 0	12 8 0	16 10 8	16 10 8	20 13 4	20 13 4
8 to 9 "	80	80	6 10 8	6 10 8	13 5 4	13 5 4	20 0 0	20 0 0	26 10 8	26 10 8	33 5 4	33 5 4
9 to 10 "	110	120	9 2 8	10 0 0	18 5 4	20 0 0	27 8 0	30 0 0	36 10 8	40 0 0	45 13 4	50 0 0
10 to 11 "	130	140	10 13 4	11 10 8	21 0 8	23 5 4	32 5 0	35 0 0	43 5 4	46 10 8	54 2 8	55 5 4
11 to 12 "	150	160	12 8 0	13 5 4	25 0 0	26 10 8	37 8 0	40 0 0	50 0 0	53 5 4	62 8 0	65 10 8
12 to 13 "	170	180	14 2 8	15 0 0	28 5 4	30 0 0	42 8 0	45 0 0	56 10 8	60 0 0	70 13 4	75 0 0
13 to 14 "	200	210	16 10 8	17 8 0	33 5 4	35 0 0	50 0 0	52 8 0	66 10 8	70 0 0	83 5 4	87 8 0
14 to 15 "	230	240	19 2 8	20 0 0	38 5 4	40 0 0	57 8 0	60 0 0	76 10 8	80 0 0	95 13 4	100 0 0
15 to 16 "	270	290	22 8 0	24 2 8	45 0 0	48 5 4	67 8 0	72 8 0	90 0 0	96 10 8	112 8 0	120 13 4
16 to 17 "	320	360	26 10 8	30 0 0	53 5 4	60 0 0	80 0 0	90 0 0	106 10 8	120 0 0	133 5 4	150 0 0
17 to 18 "	370	420	30 13 4	35 0 0	61 10 8	70 0 0	92 8 0	105 0 0	123 5 4	140 0 0	154 2 8	175 0 0
18 to 19 "	420	470	35 0 0	35 2 8	70 0 0	78 5 4	105 0 0	117 8 0	140 0 0	156 10 8	175 0 0	195 13 4
19 to 20 "	480	540	40 0 0	45 0 0	80 0 0	90 0 0	120 0 0	135 0 0	160 0 0	180 0 0	200 0 0	225 0 0
20 to 21 "	540	600	45 0 0	50 0 0	90 0 0	100 0 0	135 0 0	150 0 0	180 0 0	200 0 0	225 0 0	250 0 0
21 to 22 "	590	650	49 2 8	54 2 8	98 5 4	108 5 4	147 8 0	162 8 0	196 10 8	216 10 8	245 13 4	270 13 4
22 to 23 "	640	700	53 5 4	58 5 4	106 10 8	116 10 8	160 0 0	175 0 0	213 5 4	233 5 4	266 10 8	291 10 8
23 to 24 "	700	770	58 5 4	63 2 8	116 10 8	128 5 4	175 0 0	192 8 0	233 5 4	256 10 8	291 10 8	320 13 4

Draught of Water.	Six-twelfth.		Seven-twelfth.		Eight-twelfth.		Nine-twelfth.		Ten-twelfth.		Eleven-twelfth.	
	Co.'s Rupees.		Co.'s Rupees.		Co.'s Rupees.		Co.'s Rupees.		Co.'s Rupees.		Co.'s Rupees.	
	Inward.	Outward.	Inward.	Outward.	Inward.	Outward.	Inward.	Outward.	Inward.	Outward.	Inward.	Outward.
Under 8 ft.	25	25	29 2 8	29 2 0	33 5 4	33 5 4	37 8 0	37 8 0	41 10 8	41 10 8	45 13 4	45 13 4
8 to 9 "	40	40	46 10 8	46 10 8	58 5 4	58 5 4	60 0 0	60 0 0	66 10 8	66 10 8	73 5 4	73 5 4
9 to 10 "	55	60	64 2 8	70 0 0	73 5 4	73 5 4	82 8 0	90 0 0	91 10 8	100 0 0	100 13 4	110 0 0
10 to 11 "	65	70	75 13 4	81 10 8	86 10 0	93 5 4	97 8 0	105 0 0	108 5 4	116 10 8	119 2 8	128 5 4
11 to 12 "	75	80	87 8 0	93 5 4	100 0 0	106 10 8	112 8 0	120 0 0	125 0 0	133 5 4	137 8 0	146 10 8
12 to 13 "	85	90	99 2 8	105 0 0	113 5 4	120 0 0	127 8 0	135 0 0	141 10 0	150 0 0	155 13 4	165 0 0
13 to 14 "	100	105	116 10 8	122 8 0	133 5 4	140 0 0	150 0 0	157 8 0	166 10 8	175 0 0	183 5 4	192 8 0
14 to 15 "	115	120	134 2 8	140 0 0	153 5 4	160 0 0	172 8 0	180 0 0	191 0 8	200 0 0	210 13 4	220 0 0
15 to 16 "	135	145	157 8 0	169 2 8	180 0 0	193 5 4	202 8 0	217 8 0	225 0 0	241 10 8	247 8 0	258 13 4
16 to 17 "	160	180	186 10 8	210 0 0	213 5 4	240 0 0	240 0 0	270 0 0	266 10 8	300 0 0	293 5 4	320 0 0
17 to 18 "	185	210	215 13 4	245 0 0	246 10 8	280 0 0	277 8 0	315 0 0	308 5 4	335 0 0	339 2 8	385 0 0
18 to 19 "	210	235	245 0 0	274 2 8	260 0 0	313 5 4	315 0 0	352 8 0	350 0 0	391 10 8	385 0 0	440 13 4
19 to 20 "	240	270	280 0 0	315 0 0	320 0 0	360 0 0	360 0 0	405 0 0	400 0 0	450 0 0	440 0 0	495 0 0
20 to 21 "	270	300	315 0 0	350 0 0	360 0 0	400 0 0	430 0 0	450 0 0	450 0 0	500 0 0	495 0 0	550 0 0
21 to 22 "	295	325	344 2 8	379 2 8	393 5 4	433 5 4	442 8 0	487 8 0	491 10 8	541 10 8	540 13 4	595 13 4
22 to 23 "	320	350	373 5 4	408 5 4	426 10 8	466 10 8	480 0 0	525 0 0	533 5 4	583 5 4	586 10 8	641 10 8
23 to 24 "	350	385	408 5 4	449 2 8	466 10 8	513 5 4	525 0 0	577 8 0	583 5 4	641 10 8	641 10 8	705 13 4

The pilotage is divided into twelfths for the convenience of charging intermediate or broken pilotage, viz., from places short of Calcutta, and from and to intermediate places, as also for the purpose of the proportionate deduction being made when vessels are tugged by steam any portion of the distance.

The following shows the Number of Twelfths chargeable between the several Stations.

Inward Proportion.		Outward Proportion.	
<i>From Sea.</i>		<i>From Calcutta.</i>	
To Saugor,	4-12ths.	To Moyapore or Fultah,...	2-12ths.
„ Kedgerree,.....	6-12ths.	„ Diamond Harbour.....	3-12ths.
„ Culpee,	8-12ths.	„ Culpee,	4-12ths.
„ Diamond Harbour,.....	9-12ths.	„ Kedgerree,.....	6-12ths.
„ Fultah or Moyapore,...	10-12ths.	„ Saugor,	8-12ths.
„ Calcutta,	Full pilotage.	„ Sea,	Full pilotage.

Moyapore Magazine Duty.—Chargeable once for each voyage on a vessel passing Moyapore inward—one anna per ton on registered tonnage; and vessels drawing under eight feet draught of water are exempted.

Ships proceeding to Calcutta must land their gunpowder at the powder magazine at Moyapore; the charge is at the rate of $1\frac{1}{2}$ d. per ton for each voyage.

Light Duty.—The duty is leviable every time a vessel enters the river, except returning from stress of weather. Two annas, ditto.

There is a light-house at Kedgerree, for which the charge on British or American flags is at the rate of 3d. per ton per annum.

Row-boat, inward.—Company's rupees, 13 per diem.

Ditto outward—

From 1st April to 31st July,	700 tons and upwards,.....	128	Co.'s rupees.
	500 to 699 „ „	102	
	330 to 499 „ „	76	
From 1st Aug. to 31st March,	700 „ „	89	
	500 to 699 „ „	76	
	300 to 499 „ „	51	

Row-boat at Hooghly Point, per diem,..... 13

If the hawser is used in assisting a vessel in danger or on shore per diem,..... 26

N.B.—Vessels under 300 tons are exempted from the attendance of a row-boat in aid of the pilotage, unless one is required by the commander.

The Hire of the Calcutta Chain Moorings, per diem.

All vessels up to	199 tons,.....	2	Co.'s rupees.
„ from 200 to 299 „	„ ..	3	
„ „ 300 to 399 „	„ ..	4	
„ „ 400 to 499 „	„ ..	5	
„ „ 500 to 599 „	„ ..	6	
„ „ 600 and upwards,.....	„ ..	10	

Swinging moorings, 3

N.B.—No vessels above 300 tons burthen can be hauled to the swinging moorings.

	Co.'s rupees.
Hauling to or from the chain moorings, each operation,.....	26
Hauling to or from the swinging moorings, each operation,.....	26
Hauling from or under Fours, ships of 250 tons and upwards,....	52
Hauling from or under Fours, ships under 250 tons,.....	26
Re-moorings,	26

Hauling in or out of Dock, and on or off the Slip or Ways.

	Co.'s rupees.
If above 300 tons, each operation,.....	40
If of or under 300 tons, ditto,	20
For the use of the buoy hauling into or out of dock,.....	10
Riding at the said buoy, per diem,	3
Transporting vessels (when not at the chain moorings, or not going into or coming out of dock) from Sulkea to any part of the river not below Kidderpore,.....	25
Transporting any ship after having been moored, from one mooring to another, if at the request of the owner or commander, ...	50

Diamond Harbour.—The same charge is made for hauling to and from and occupying the moorings at Diamond Harbour as exists in the Calcutta moorings.

Hire of Steam Vessels for Tugging, per diem.

	Co.'s rupees.
Enterprize, Ganges, and Irrawaddy, at.....	400
Hooghly, Diana, and the iron steam vessels,.....	200

The lowest charge to a ship requiring the accommodation of the chain moorings at either of the places above-mentioned, is for 10 days; and using them longer a further charge is made at the established rate per diem for every day exceeding ten.

Pilotage in and out, row-boat, if any, light-house dues, Moyapore magazine duty, in one bill; hauling to and from, and the charge for moorings, with dates thereof, in one bill.

Detention money, at the rate of 4s. per diem, from British and foreign vessels, is charged by persons of the pilot service kept on board ships at anchor by desire of the commander or owner.

Further particulars may be known on application to the Comptroller of Government steam vessels, Marine Board Office.

Ships of 700 to 800 tons cannot get up full laden so far as Calcutta, and are obliged to discharge part, and load up at Diamond Harbour, 34 miles below. The most convenient-sized ships are from 300 to 400 tons.

Commission on chartering vessels, making advances, or disbursements, advertising, as agents of owners or commanders of ships, for passengers, on the amount of the passage money, whether the same shall pass through the agent's hands or not, $2\frac{1}{2}$ per cent. On procuring freight, or advertising, as agents of the owners or commander, the commission to be calculated on the entire amount of freight, 5 per cent. On granting letters of credit, 1 per cent.

Money.—Accounts are kept in rupees, annas, and pice. 12 pice = 1 anna; 16 annas = 1 rupee. The Company's rupee is worth, in currency, 2s.; but its real value is 1s. 11d. This last is divided into doubles, halves, and quarters. The mohur, gold coin, is worth 15 rupees and worth 29s. 2d. sterling. A lac is 100,000 rupees. A crore, 100 lacs.

Weights and Measures.—The unit of weight in all parts of India is the tola of 180 grains troy, divided into 12 mashes, each of which is divided into 8 ruttees, equal to 15 grains troy. 80 tolas equal to 1 seer, equal to $2\frac{1}{2}$ lbs. troy. 40 seer equal to 1 mun or (bazaar maund) equal to 100 lbs. troy, or 82.2857 lbs. avoirdupois.

CHRISTIANIA

Is situated at the bottom of the *fjord*, or gulph of the same name, in lat. 59. 55. N., long. 10. 49. E. It is the capital of Norway, and is distant from the sea about 60 English, or 15 Norwegian miles. The gulph is, in some places, narrow and difficult to navigate, but it has 6 to 7 fathoms water up to the quays. Pilots must be taken at Farder Island, on which there is a light at the mouth of the bay. It is not a favourable place for careening, though provisions of all sorts may be had as cheap as in any port of Norway; the distance being so very far from the sea, that vessels are prevented from the expenses, in making this a victualling port merely.

The following are the charges on a ship of 300 tons burden, with a general cargo in and out :—

	Sp. d. sk.		Sp. d. sk.
Pilotage from Farder to Christiania,.....	9 60	Brought forward,	68 54
Bill of health for 14 persons, 3	110	Measuring bill,	10 0
Tonnage and light duty,.....	44 10	Charity chest,	0 34
Broker's fees inwards,.....	5 60	Tonnage and light duty, ...	47 0
Castle dues,.....	0 34	Higholm light,	0 20
Muster-roll of crew,.....	4 60	Pilotage to Farder,	10 0
Pale or stake money,	0 80	Broker's fees outwards,	9 0
			<hr/>
Carry over,...	68 54		144 108
		About £32 9s. 9d.	

The pilotage inwards for the six months, from 1st April to the end of September, is, for 6 and under 7 feet, sea pilotage, 1 specie dollar 72 sk. per vessel, and for every succeeding foot 48 sk., or say 7 and under 8 feet, 2 dollars, and so on. In the winter months, October to the end of March, 6 and under 7 feet is 2 dollars, and for every foot additional 60 sk.

The outward pilotage is, in every case, one-third part less than the inward. The distance money for each Norwegian mile is, for 6 and under 7 feet, 36 sk. per vessel, and 4 sk. per mile per foot additional.

Money.—The specie dollar (worth 4s. $6\frac{1}{2}$ d.) is divided into 120 skillings, and is the principal coin. There are also half dollars, equal to 60 skillings. One-fifth dollar piece is equal to 24 skillings. One-fifteenth dollar piece is equal to 8 skillings. The par of exchange is 4 specie dollars 42 and 6-17 skillings per £1.

Weights and Measures.—16 lbs. are equal to 1 lispound; 20 lispounds are equal to 1 shippound. 100 lbs. are equal to $110\frac{1}{4}$ lbs. English or avoirdupois. Last of herrings equal to 224 lbs. English. The Rhineland foot is equal to $12\frac{1}{3}$ English inches nearly.

In all the southern ports of Norway, except Dram, the standard deal is 11 feet in length and $1\frac{1}{4}$ inch in thickness; 120 equal to 100. Two loads of timber reckoned as 150 deals.

TRINCOMALEE,

Situated on the N.E. coast of the island of Ceylon, near the entrance to one of the finest bays in the world, 150 miles N.E. of Columbo, lat. 8. 32. N., long. 81. 87. E. Nelson said, "the harbour of Trincomalee was the finest in the world." It is almost land-locked, is very deep, safe, and at all times accessible. It is all but practicable in many places to step on board large vessels moored alongside. During the N.E. monsoon, when all vessels on the Coromandel coast and in the bay of Bengal are forced to put to sea; this is their principal place of safety. A vessel from Madras can reach it in two days. Charges on all vessels alike.

PILOTAGE.

Vessels under			Back Bay.			Inner Harbour.		
			£	s	d	£	s	d
100 tons register,.....			0	6	0	1	5	0
" 100 and under 200.....			0	10	6	1	1	0
" 200 " 400.....			1	1	0	2	2	0
" 400 " 600.....			1	10	0	3	0	0
" 600 and upwards,.....			2	0	0	4	0	0

Port dues, 4d. per ton register. Vessels belonging to the government, or transports, free.

The above charge for pilotage is charged on vessels going to the inner harbour, whether a signal is made or not. The charge for Back Bay is not so, it being optional for masters to take a pilot; but if a signal is made, and the pilot repair on board, then it must be paid.

Money, weights, and measures, same as Columbo.

DALHOUSIE (CHALEUR BAY).

Expenses on a British vessel of 261 tons, inwards in ballast, outwards with cargo :—

Pilotage, 9 feet in, and 13½ feet out (currency),	£4	3	3
Harbour master's fee,	0	10	0
Tonnage duty, at 1½d. per ton,	1	12	7½

About £5 sterling. £6 5 10½

Ballast hove on the bank, *free*. Labourers' wages, from 3s. to 7s. per diem, according to demand. Vessels drawing 25 to 30 feet can load here.

Money, weights, and measures, same as Canada. See Quebec, p. 79.

BORDEAUX

Is situated about 75 miles from the mouth of the noble river Garonne, in lat. 44. 50. 26. N., long. 0. 34. W. The depth of water in the river allows large vessels to come up to the town. The trade of this city is very considerable in brandy, wines, fruits, &c. There is a large canal which communicates with the Mediterranean, by means of which the trade is considerably increased; it is called the Languedoc Canal. The entrance to the river Garonne lies between Point de la Coubre on the N., and Point de Grave on the S., distant from each about 12 miles. There is a light on each of these points, but not of any note. The middle part of the entrance to the river is encumbered with sand banks and rocks. On one of the rocks stands one of the most celebrated light-houses in Europe, in lat. 45. 35. N.,

long. 1. 10. W., called the Tour de Cordovan; it is 206 feet high, and is a revolving light, and may be distinguished 25 miles off. There are two main channels for entering the river—Passe du Nord and Passe de Grave. The former is by far the preferable passage in respect to depth of water, that being nearly $4\frac{1}{2}$ fathoms, and the latter only 13 feet in some places. The tide ebbs and flows with great rapidity, so that great caution is necessary. Neap tides rise 7 to 8 feet; springs 14 to 15 feet.

All vessels, except coasters, are compelled to take pilots as soon as they offer. In summer, they frequently offer themselves 30 to 40 miles off the Tour de Cordovan. In winter, they seldom go beyond the banks.

Charges on a British vessel of 300 tons register, from England, with cargo in and out:—

	F. c.
Report and pilotage from sea to Bordeaux, for a vessel drawing 14 French feet water (15 feet 3-9 inches British),.....	218 93
Lazaretto dues,.....	61 0
Moving vessel up and mooring her,.....	10 0
Entering vessel at custom-house, and brokerage inwards,.....	100 0
Tonnage money and navigation dues,.....	495 0
Visiting officers, clearances, harbour-master, &c.....	14 75
Manifest and freight list,.....	15 0
Consul's bill—usual fees,.....	17 25
Pilotage from Bordeaux to sea,.....	220 0
*Broker's commission outwards, care and attendance for expediting the vessel, loaded per charter or on owner's account, 1 franc per ton,	300 0

At 9½d. is £57 9s. 3d.

F.1451 93

*If in ballast, 50 cents per ton, say 120 francs at most. Loaded in freight, 1 franc 50 cents per ton.

Advertisements for freight and passengers, 6 francs each. Ballast taken in or out, 1 franc 25 cents per ton.

British vessels are on a perfect equality with French vessels when they come from British *ports in Europe*, otherwise, they pay the foreign pilotage and tonnage dues, which would be, on the former, about 55 francs, and on the latter 744 francs, in addition to the above.

138 British vessels arrived at Bordeaux in 1842.

Money, weights, and measures, same as France, p. 45.

MEMEL

Is situated on the north-east side of the great bay of Currische Haf, near its junction with the Baltic. Lat. 55. 41. 42. N., long. 21. 8. 14. E. The harbour is large and safe; but the bar at the mouth of the Currische Haf has seldom more than 17 feet water, and sometimes not more than 13 or 14 feet; so that ships drawing more than 16 feet water are frequently obliged to load and unload a part of their cargoes in the roads, where the anchorage is but indifferent, particularly when the wind is N. or N.W. A light-house, originally 75, but now 100 feet in height, has been erected on the north-east side of the entrance to the harbour. The light, which is fixed

and powerful, may be distinguished in clear weather at more than 20 miles distance. The outer buoy lies in six fathoms water, about a mile without the light-house, which bears from it S.E. by E. $\frac{3}{4}$ E. The channel thence to the harbour is marked by white buoys on the north, and red on the south side. Three beacons to the north of the town, when brought into a line, lead directly into the harbour. Inasmuch, however, as the channel is subject to frequent changes, both in depth and direction, it is always prudent, on arriving at the outer buoy, to heave to for a pilot; but this is not obligatory; and the Prussian authorities have issued directions for ships entering without a pilot, which may be found in the Sailing Directions for the Cattegat and Baltic.

The following are the charges on a British vessel 140 tons English, and 102 lasts Prussian measure, drawing $11\frac{1}{2}$ feet out, and $8\frac{1}{2}$ feet inwards, English, entering in ballast and departing with a cargo:—

	Rd.	Sgr.	Pf.
King's port charges, at 13 sgr. 10 pf. per last,.....	47	1	0
Town dues, per vessel,	0	15	0
Boom money,	0	17	0
Bridge toll, as per regulation,.....	0	0	0
Carrying of ballast, at 2 sgr. 9 pf. per last,	9	10	6
Clearances, boats, &c., at 1 sgr. 6 pf. per last,	5	3	0
Bill of health and certificate, as per bill,	0	0	0
Brokerage, as per regulation,	8	15	0
Courtage, as per regulation,	0	0	0
Charter party, if required, at 2 rd. per ship,.....	0	0	0
Harbour master and pilotage inwards,	8	0	0
Admeasurement of vessel, at 2 sgr. 6 pf. per last,	0	0	0
Stamp, if the vessel be measured, at 20 sgr. per ship,	0	0	0
Muster roll,	2	4	8
Ballast people, as per agreement,	7	0	0
Fishermen, as per regulation,.....	2	10	0
Seal money, for every seal or lead, at 1 sgr.	0	5	0
Hospital,	1	10	0

About £13 6s. 4d.

Rd. 92 1 2

Money.—Since 1823, accounts have been kept throughout Prussia in thalers or dollars, titled Rd., each of which is divided into 30 silver groschen. One of the latter contains 12 pfennings. A dollar is worth 2s. $11\frac{1}{2}$ d. The gold coins are Frederic d'ors—double, single, and half pieces. The single F. d'or is worth 5 r. dol. 18 to 22 s. gr., according to the demand for gold.

Weights and Measures.—32 loths = 1 oz.; 16 oz. = 1 lb.; $16\frac{1}{2}$ lbs. = 1 hispound; 20 lbs. = 1 small stone; 33 lbs. = 1 large stone; 110 lbs. = 1 centner; 3 centners = 1 shippound; 100 Dantzic lbs. = 103.3 lbs. avoirdupois. The last of corn = $3\frac{3}{4}$ malters, 60 scheffels, or 240 viertels, or 11 quarters 3 bushels English. The last of $56\frac{1}{2}$ scheffels or 10 qrs. 7 bushels English, is generally used for wheat, rye, &c. A shock contains 60 pieces. The Dantzic foot = 11.3 English inches; 100 feet = 94.16 English. The Rhineland or Prussian foot = 12.356 English inches, or 100 Prussian feet = 102.8 English feet.

MALAGA,

A city and sea-port of Spain, in the kingdom of Granada, in lat. 36. 43½. N., long. 4. 25. 7. W., has an excellent harbour, and is protected on its eastern side by a fine mole, full 700 yards in length. At its extremity a light-house has been constructed, furnished with a powerful light, revolving once every minute. At a distance it appears obscured for 45 seconds, when a brilliant flash succeeds for the other 15 seconds. A shoal has grown up round the mole head, and the depth of water throughout the harbour is said to be diminishing. Latterly, however, a dredging machine has been employed to deepen it, by clearing out the mud and accumulating sand. The depth of water, at the entrance to the harbour and within the mole, is from 26 to 30 feet; and close to the city, from 8 to 10 feet. The harbour could easily accommodate more than 450 merchant ships. It may be entered with all winds, and affords perfect shelter.

Port Charges.—The port and harbour dues amount, on an English vessel of 300 tons, to about £21; on a Spanish vessel, of the same burden, they would be about £11 10s.

Money.—Accounts are kept in reals of 34 maravedis vellon.—(For the coins, and their value, used at Malaga, see Cadiz.)

Weights and Measures.—The weights are the same as those of Cadiz. The arroba, or cantara, equal to 4.19 English wine gallons; the regular pipe of Malaga wine contains 35 arrobas, but is reckoned only at 34; a bota of Pedro Ximenes wine is equal to 53½ arrobas; a bota of oil is 43, and a pipe 35 arrobas; the latter weighs about 860 lbs. avoirdupois. A carga of raisins is 2 baskets, or 7 arrobas; a cask contains as much, though only called 4 arrobas. As a last for freight are reckoned—4 botas or 5 pipes of wine or oil; 4 bales of orange peel; 5 pipes of Pedro Ximenes wine or oil; 10 casks of almonds (each about 380 lbs. English); 20 chests of lemons and oranges; 22 casks of almonds (of 8 arrobas each); 44 casks of raisins (of 4 arrobas each); 88 half casks of raisins; 50 baskets or 160 jars of raisins.

MALTA,

An island in the Mediterranean, belonging to the British, nearly opposite to the southern extremity of Sicily, from which it is about 54 miles distant. Valetta, the capital, is situated on the north coast of the island, the light-house in the castle of St. Elmo being in lat. 35. 54. 6, N., long. 14. 31. 10. E. The harbour of Valetta is double, and is one of the finest in the world. The city is built on a narrow tongue of land, having the castle and light of St. Elmo at its extremity, and an admirable port on each side. That on the south-eastern side, denominated the grand port, is the most frequented. The entrance to it, about 250 fathoms wide, has the formidable batteries of St. Elmo on the one hand, and those of Fort Ricasoli on the other. In entering, it is necessary not to come within 50 or 60 fathoms of the former, on account of a spit which projects from it; but in the rest of the channel there are from 10 to 12 fathoms water. The port, which runs about 1½ mile inwards, has deep water and excellent anchorage throughout; the largest men-of-war coming close to the quays. Port Marsamuscet, on the north-western side of the city, is also a noble harbour. The entrance to it, which is

about the same breadth as that of the grand port, is between St. Elmo and Fort Tique. In the centre of the basin is an island, on which are built a castle and a lazaretto, for the convenience of the ships performing quarantine, by which the port is principally used. Owing to the narrowness of the entrance, and the usual variableness of the wind, it is customary for most vessels bound for Valetta to take a pilot on board before entering the harbour.

Tonnage Duty.—Vessels discharging merchandise in the island, shall, on clearing outwards, pay for every ton, or any part thereof, 6d.

For each certificate under the official seal,..... 2s. 6d.

For each sheet of printed official forms,..... .. 0 2

SHIPPING IN QUARANTINE.

1. Vessels entered upon quarantine to pay, for each day of their continuance in port, as follows:—

	s. D.		s. D.
Vessels not exceeding 25 tons,	0 6	Vessels from 151 tons to 200	2 6
„ from 26 tons to 50 „	1 0	„ from 201 „ 250	2 9
„ from 51 „ 100 „	1 6	„ from 251 & upwards,	3 0
„ from 101 „ 150 „	2 0		

2. Vessels of whatever size, sailing in quarantine, having entered upon the performance thereof, to pay at the above rates, but in no case more than 2s. a-day for the remainder of the term of quarantine.

3. Vessels liable to quarantine, not having entered upon the performance thereof, to pay 2s. for each day of their continuance in port.

4. Vessels compelled by stress of weather to enter the great harbour, to be subject, while they remain there, to the additional charge of 3s. a-day, for every guard boat which the superintendent of quarantine may deem it necessary to place over them.

Any vessel in quarantine entering the great harbour, without a justifiable cause, incurs the penalty of 200 dollars imposed by the second article of the proclamation, dated 12th October, 1820.

5. Vessels having contagious diseases on board, to pay an extra rate in proportion to the expense that may be incurred, but in no case to exceed 20s. a-day, in addition to the usual rates.

Effects received into the lazaret for depuration to be chargeable with a due proportion of the actual expense thereof, which, at present, on ordinary occasions, is at the rate of 2s. 6d. a-day for each guardian, and 1s. 8d. a-day for each labourer, whom it may be necessary to employ.

Cattle landed in the lazaret to be chargeable, for each

Horse, mule, or ass,..... 3s. 0d.

Bullock, or other animal of the kind,..... 2 0

Sheep, goat, pig, or other animal of the kind, 1 0

Persons performing quarantine in the lazaret, to pay at the rate of 2s. 6d. a-day, for each guardian employed, but no single individual to be chargeable with more than 1s. 3d. a-day.

Documents issued under the official seal, 2s. 6d. each.

The central position, excellent port, and great strength of Malta make it an admirable naval station for the repair and accommodation of the men-of-war and merchant ships frequenting the Mediterranean, and render its possession of material importance to the British empire. Since Malta-built vessels were admitted into the ports of the United Kingdom on the same

terms as those of British built, the trade of ship building has materially increased in the island. The Maltese shipwrights are diligent, expert workmen; and their wages being moderate, it is a favourable place for careening. Owing to the want of a dry dock, all ships above the size of a sloop of war, that require to have their bottoms examined, have to come to England for that purpose. This, surely, should be obviated. Quarantine is strictly enforced at Malta; but there is every facility for its performance, and the charges are less than at any other port in the Mediterranean.

Malta is now the centre of a very extensive steam-packet system; the steamers from England for the Ionian Islands, Constantinople, Alexandria, and other ports of the Levant touching here. The French steamers from these ports usually perform quarantine at Malta.

Money.—In 1825, British silver money was introduced into Malta; the Spanish dollar being made legal tender at the rate of 4s. 4d.; the Sicilian dollar at 4s. 2d.; and the scudo of Malta at 1s. 8d.

Weights and Measures.—The pound or rottolo, commercial weight, = 30 oncie; 100 rottolo (the cantaro) = $174\frac{1}{2}$ lbs. avoirdupois. Merchants usually reckon the cantaro at 175 lbs. The salma of corn, stricken measure, = 8.221 Winchester bushels: heaped measure is recokened 16 per cent. more. The caffiso, or measure for oil, contains $5\frac{1}{2}$ English gallons. The barrel is double the caffiso. The Maltese foot = $11\frac{1}{6}$ th English inches. The canna = 8 palmi = 8.19 English inches. Merchants usually convert Malta measure into English in the proportion of $3\frac{1}{2}$ palmi to a yard, or 2 2-7th yards to 1 canna.

CEYLON.

COLUMBO is the capital, and is situated on the south-west coast of the island. Lat. 6. 56. 6. N., long. 79. 49. 48. E: There is a brilliant light in the fort, for guiding vessels during night, and which is 97 feet above the level of the sea, and may be seen a considerable distance off. The road affords good anchorage at all seasons, and is free from foul ground. There is no harbour at Columbo for large vessels. A projecting rock affords shelter to a small bay on the north side of the fort, on which is a wooden quay for loading and unloading boats, the depth of water at which is not sufficient to allow sloops to load, and vessels of 100 tons must load and unload a cable's length from the quay. A bar of sand, on some parts of which there is not more than seven feet water, extends from the projecting rock across this bay. The channel where it may be crossed by large vessels is very liable to shift, and it is only in the fine weather of the safe season that they venture within the bar. The outer road affords safe anchorage for half the year, from 1st October to 31st March, during the prevalence of the north-east monsoon, which blows off the land; but during the other six months, when the wind blows off the sea, it is very unsafe; so that, when vessels frequent it, they are sometimes obliged to slip their cables and stand to sea. Nearly all the foreign trade of Ceylon is carried on at Columbo. It has the command of an internal navigation by means of flat-bottomed boats, on canals and rivers from Putlam, in the north of the island, to Caltura, a distance of 100 miles. For farther particulars, see the Sailing Directions and Remarks on Columbo by J. Stewart, master attendant.

Charges on all vessels :—Pilotage, 15s. per vessel. Vessels are not bound to take pilots, and the charge is only made when a pilot is wanted by signal, and actually employed. Tonnage duty, 4d. per register ton, Government vessels and transports excepted. Vessels employed 'twixt one port and another of the island are allowed to compound for 1s. per ton per annum. Coasters are not liable to pay it within thirty days of the last payment. Commission for disbursements to ships, 5 per cent., and for advertising for freight and passengers, on the amount, 5 per cent. whether such money has passed through the agent's hands or not. On effecting remittances, or on purchasing, selling, or negotiating bills, 1 per cent.

Money.—Accounts are kept as in England. A rix dollar is worth 1s. 6d.

Weights and Measures.—Same as in England. The candy or bahar is equal to 500 lbs. The legger is equal to 150 gallons. A bale of cinnamon weighs about 92 lbs.

STOCKHOLM,

The capital of Sweden, situated at the junction of the lake Maelar with an inlet of the Baltic, in lat. 59. 20. 31. N., long. 17. 54. E. The entrance to the harbour is intricate and dangerous, and should not be attempted without a pilot; but the harbour itself is capacious and excellent, the largest vessels lying in safety close to the quays. Stockholm possesses from a third to a half the foreign trade of Sweden.

Vessels bound for Stockholm take a pilot at the small island of Oja. Lands-hort light-house is erected on the southern extremity of this island, in lat. 58. 44. 30. N., long. 17. 52. 15. E. It is painted white, and is furnished with a fixed light, elevated 158 feet above the level of the sea, which may be seen, under favourable circumstances, 5 leagues off. The signal for a pilot is a flag at the fore-topmast-head, or firing a gun.

The following are the charges for a vessel of 100 tons :—

	R. d. b. sk.		R. d. b. sk.
Tonnage duty in,.....	11 12	Brought forward,.....	145 42
Do. out,	11 12	Expedition at custom-house	14 0
Poor money,	12 24	Custom-house toll-pass,....	0 24
Pilot to Lands-hort, 10 feet,	27 40	Postages and petties,	4 12
Do. out to Santhaven, do.	17 24	Foy to pilot,	5 0
Protest, paper, and seal,...	0 24	Plank money,	1 0
Muster-roll for people, and		Seamen's house,	3 42
permit to take on board		Expenses at iron work,.....	0 32
firewood,.....	3 6	Custom-house charge,.....	0 24
Measuring vessel and bill,	14 36	Captain of port, .	1 0
Permit to load,.....	3 32	Customs' documents,.....	4 24
Sea protest,	1 16	Lighterage,	13 30
Brokerage in,	7 40	Stowing cargo,	14 21
Lights in and out,	18 36	Clearing in and out,	15 32
Cook-house,	2 0	Do. do. at Dalleröe,	8 32
Stadt-holder,	1 24	Duty on 12 planks,	0 13
Broker out,	12 4		
			D. 233 40
Carry over,	145 42		

At 1s. 8d.—about £19 10s.

Money.—Accounts are kept here, in Gottenburg, and generally through-

out Sweden, in paper money, consisting of rixdollars *banco*—1 rixdollar being equal to 48 skillings, and 1 skilling to 12 rundstycks. The exchange with London is at about 12 rixdollars banco per £1, so that the rixdollar is worth about 1s. 8d. sterling. Rixdollars banco may be exchanged for specie rixdollars at the rate of $2\frac{2}{3}$ the former for one of the latter. But there are very few coins, except of copper, in circulation; the currency consisting almost wholly of notes, varying from 5 skillings to 500 rixdollars banco.

Weights and Measures.—The victual or commercial weights are pounds, lispunds, and skipponds; 20 pounds being equal to 1 lispund, and 20 lispunds = 1 skippond; 100 lbs. Swedish commerciale weight = $93\frac{3}{4}$ lbs. avoirdupois. The iron weights are 3-5ths of the victual or commercial weights; 20 marks = 1 mark pund; 20 mark pounds = 1 skippond; and $7\frac{1}{2}$ skipponds = 1 ton English. Hence, 100 pounds Swedish iron weight = 75 lbs. avoirdupois, and 100 lbs. avoirdupois = $133\frac{1}{3}$ lbs. Swedish iron weight. In corn measure, 4 quarts = 1 spann; 2 spann = 1 tun or barrel; 1 ton = 4 1-6th Winchester bushels. The Swedish foot = 11.684 English inches; the ell or alna = 2 feet; the fathom = 3 ells; the rod = 8 ells. 1 ton of Liverpool common salt = 7 tons Swedish.

IBRAILA, OR BRAHILOW,

Is the principal port of Wallachia, and is 12 miles more inland than Galacz. —(See Galacz, pp. 107, 108, for description of the river, &c. and money, weights, and measures.) The anchorage duty is $17\frac{1}{2}$ piastres per vessel; and for a guardian of observation for 5 days, 5 piastres per diem.

A piastre is worth $3\frac{1}{2}$ d. sterling.

LEGHORN

Is the principal emporium of Italy, in the Grand Duchy of Tuscany, lat. 43. 33. 5. N., long. 10. 16. 45. E. It was made a free port by Cosmo I., about the middle of the 16th century, and the comparative security and freedom which foreigners have enjoyed in Tuscany have rendered Leghorn one of the first commercial cities in Italy. Vessels with grain on board may unload within the limits of the lazaretto, without being detained to perform quarantine, a circumstance which has contributed materially to make Leghorn one of the principal depôts for the wheat of the Black Sea. Hard wheat, particularly from Taganrog, is in high estimation here, and in the other Italian ports, for making vermicelli, macaroni, &c. It has an outer harbour, protected by a fine mole, running in a N.N.W. direction upwards of half a mile into the sea, and a small inner harbour or basin. The water in the harbour is rather shallow, varying from 8 feet in the inner basin to 18 or 19 feet at the end of the mole. The rise of the tides is about 14 inches. Ships lie within the mole with their sterns made fast to it by a cable, and an anchor out ahead. The light-house is built on a rock, a little to the S.W. of the mole. It is a conspicuous object, being about 170 feet above the level of the sea. The roadstead lies W.N.W. of the harbour, between it and the Melora bank. The latter is sand, lying N. and S., 4 miles in length by 2 in breadth, the side nearest the shore being about 4 miles from it. It consists, for the most part, of sand and mud, and has from 3 fathoms to one-half fathom water over it; but towards its southern extremity it is rocky; and there

on some of the points which project above the water, the Melora tower has been constructed to serve as a sea-mark ; it bears from the light-house W. $\frac{1}{2}$ N., distant about 4 miles. The best course for entering the roads is to keep to the northward of the Melora bank at about a mile from it, and then having doubled it, to stand on for the light-house about $2\frac{1}{2}$ miles, anchoring in from 7 to 9 fathoms, the light-house bearing S.S.E. $\frac{1}{2}$ E. 4 miles off. The entrance by the channel to the south of the Melora bank is also quite safe ; but it is not so suitable for large ships as that by the north. During southerly winds there is sometimes a heavy sea in the roads, but the holding ground is good ; and with sufficient anchors and cables, and ordinary precaution, there is no danger. The lazaretto lies to the south, about a mile from the tower, and is said to be one of the best in Europe.

Port charges are the same on all ships.

The anchorage dues on a vessel of 300 tons amount to 112 current lire, or to £3 14s. sterling ; besides which she must have a bill of health, which costs 7s. 2d. sterling. These, if she clear out in ballast, are the only charges to which she is subject ; but if she clear out loaded, the bill of health will cost about 9s. sterling, and there is besides a charge of about 3d. sterling for each bill of lading. There are no other port charges whatever.

Good water may be had at about 11d. sterling per tun. Bread, beef, and fuel are all reasonably cheap.

Money.—Accounts are kept in lire. The lira = 100 centesimi is worth 7.82d. The par of exchange between Leghorn and London is 30.69 lire per £1. The lira is likewise divided into 20 soldi, each of which is = 5 centesimi.

Weights and Measures.—The Leghorn lb. is divided into 12 oz. = 5240 English grains ; 100 lbs. = 74.864 lbs. English ; but in mercantile transactions it is generally counted 77 lbs. Corn is sold by the sack, equal (very nearly) to 2 English bushels ; 4 sacks = 1 quarter.

LAMAR,

Formerly called Cobija, is situated on the west coast of South America, in lat. 22. 39. 30. S., long. 70 12. W. In it centres the most of the foreign trade of the republic of Bolivia. The harbour is good, running about a mile inland, but is a good deal exposed to the S. and S.W. winds, which are the most usual and prevalent on the coast. Lamar is very unfavourably situated, as it labours under a great want of fresh water, and all its provisions have to be imported by sea from Valparaiso or Arica. Lamar is a *free port* by decree of 1st July, 1843, as follows :—

1. From and after the 1st of July, of this present year, 1843, Port Lamar shall be absolutely free and open.

2. Vessels of every nation may enter this port and remain as long as they please, without being subjected to any tax whatever, either on entrance, or during their stay, or on their departure.

3. They shall be free from all duties of anchorage, tonnage, shifting, unloading, or reloading of cargo, deposit, storage, or any other of whatever denomination.

4. Goods may be deposited in private warehouses, without any intervention on the part of the government.

5. The custom-house of Port Lamar is suppressed. In its stead will be

a commissioner's office, for the purpose of distributing permits for the transportation of goods into the interior.

6. Whenever goods are to be sent into the interior, they must first be submitted to the commissioner, together with the invoice corresponding.

7. The commissioner will register them in a book, together with their valuation made by two merchants of the place, and the names of their owners, of the person to whom, and the place where they are to be sent. This is to be signed by the person entering the goods, who at the same time binds himself to have them transported direct to the custom-house for which they are destined, without opening any of the cases, bags, or other envelopes, each of which shall be marked, sealed, and numbered before departure. These points are to be expressed in the permit.

8. The commissioner shall, by the earliest post, send a notice to the collector of the custom-house for which any merchandise is destined, specifying the numbers, characters, quantities, and qualities of the several articles.

9. The goods must not be carried by any unaccustomed roads, but only through Calama and the public thoroughfares; and whenever they pass through any place at which a guard or commissioner is stationed, the permits must be exhibited, in order that their arrival with their seals unbroken may be ascertained.

10. Merchants either in person or by a representative, must produce to the commissioner of the port a certificate of the delivery of the goods at the custom-house for which they are destined within six months from the day of their entry; in case they do not, they must at the end of that period pay the whole of the duties on them.

11. From and after the 1st of July, 1843, all goods entered at Port Lamar shall pay a duty of only 5 per cent. over and above that of half per cent. to the consulado.

12. The duty of 5 per cent. shall be paid thus—at the port 2 per cent. on the valuation made as aforesaid; and the other 3 at the custom-house in the interior for which the goods are destined. In each case one-half at the end of 3, and the other half at the end of 5 months.

13. All goods carried from Port Lamar by land to any of the adjoining republics shall only pay a transit duty of 2 per cent.

14. A duty of 2 per cent. shall be paid on three-fourths of all gold and silver money entered at any of the custom-houses in the interior for exportation through Port Lamar.

15. It is absolutely prohibited to export gold or silver, in bullion or plate, except in small quantities for the use of the person carrying it out. It will be seized wherever it is found on this side the districts of San Antonia, San Vicente, Atoca, Agua, De Castilla, Lequepate, or the line of the canal.

16. All hardware for agricultural and mining, machinery, instruments of science or the arts, iron, steel, quicksilver, and moral books, may be introduced free of duty into the republic, and productions of Bolivia may be exported likewise free.

17. A premium of 2 per cent. on their value shall be allowed on the exportation, through Port Lamar, of cascarilla, wool, tin, cocoa, and coffee, in the shape of remission from duties to the amount on goods carried into the interior from the same port.

Money, weights, and measures, same as Spain. See Cadiz.

DRAM, OR DRAMMEN,

A sea port of Norway, situated at the mouth of the river, or head of the *fjord* of the same name, in lat. 59. 42. N., long. 10. 13. E., and is twenty English miles S.W. of Christiania. The principal exports here are timber, deals, battens, and iron. The harbour admits only of small vessels, on account of the bar and surf at the mouth of the river.

Charges on a British vessel of 100 tons, with cargo in and out, July, 1843:—

	Sp. d.	sk.
Pilotage from Farder, for $9\frac{1}{2}$ feet,.....	6	96
Tonnage and light duty, in and out,.....	22	80
Muster-roll of crew, 7 persons,	2	40
Bill of health, do.	2	0
Brokerage in and out, clearing,	4	0
Ring, stake, or pall money,	0	45
Measuring (if no Norway certificate is produced),	3	30
Charity chest,.....	0	30
Pilotage out, one-third less than in,.....	4	64

At 4s. 6 $\frac{1}{2}$ d.—about £10 10s. 46 25

The pilotage inwards for the six months, from 1st April to the end of September, is, for 6 and under 7 feet, sea pilotage, 1 specie dollar 72 sk. per vessel, and for every succeeding foot 48 sk., or say 7 and under 8 feet, 2 dollars, and so on. In the winter months, October to the end of March, 6 and under 7 feet is 2 dollars, and for every foot additional 60 sk.

The outward pilotage is, in every case, one-third part less than the inward. The distance money for each Norwegian mile is, for 6 and under 7 feet, 36 sk. per vessel, and 4 sk. per mile per foot additional.

Money, weights, and measures, same as Bergen, page 100.

The Dram standard deal is 10 feet in length and $1\frac{1}{2}$ inch in thickness.

SMYRNA,

A large city, and sea-port of Asiatic Turkey, on the western side of Asia Minor, lat. 33. 25. 36. N., long. 27. 6. 45. E., and is situated at the bottom of a deep gulph; the entrance to which lies between the island of Mytilene on the north and Cape Carabourun, in lat. 38. 41. 30. N., long. 26. 21. E. on the south. The passage between James' Castle on the south and the opposite sand bank is narrow; but there are from 9 to 10 fathoms water, with a blue clay bottom. Merchant ships anchor abreast of the city in from 7 to 8 fathoms; but the water is so deep that they may come close to the quays. The sea breeze blows from morning till evening, and is always waited for by ships going up to the city. There is excellent anchorage in most parts of the gulph, merely avoiding the shoals on the north side.

Charges on a British vessel of 196 tons, with ballast in and cargo out:—

Anchorage, 3 piastres, equal to.	£0	0	10
Hospital dues, at 3d. per register ton,.....	2	9	0
Bill of health, 2 Spanish dollars, at 4s. 2d.,.....	0	8	4

£2 18 2.

Ships proceeding to Smyrna do not require a pilot. Ballast is allowed to be hove overboard in the roadstead, where vessels take in their cargoes.

Ships with general cargoes can haul alongside of the custom-house quay to discharge, but must haul off if it comes on to blow.

Money.—Accounts are kept in piastres of 40 paras, or medini. The value of the piastre fluctuates according to the exchange. It has been very much degraded; and is at present worth about 2d., the exchange being 119 or 119½ piastres per £1 sterling.

Weights and Measures.—The oke is the principal weight used. It is equivalent to 2 lbs. 13 oz. 5 dr. avoirdupois; 45 okes = 1 kintal = 100 rottolas = 127.48 lbs. avoirdupois. The kintal of Constantinople is only 44 okes. A tefee of silk = 4½ lbs. avoirdupois. A chequee of opium = 1½ lb.; a chequee of goats' wool = 5½ lbs. Corn is measured by the kilow = 1.456 Winchester bushels. The pic, or long measure, = 27 English inches. Turkey weights generally render as follows in England:—A quintal = 117 to 124 lbs.; an oke = 2½ to 2.79 lbs.; a chequee of goats' wool = 5 to 5½ lbs.; 18 quintals of oil = 1 ton; a chequee of opium = 1½ to 1½ lb.; a tefee = 4 lbs.; 6½ metuals = 1 oz. troy; 9 drams = 1 oz.; a pike = 27 niches. English weights at Smyrna render generally, viz.:—126 lbs. = 1 quintal of 45 okes; 112 lbs. = 40 okes; 2½ lbs. = 1 oke.

LA GUAYRA,

The principal sea-port of the republic of Venezuela, in the province of Caraccas, on the Caribbean Sea, lat. 10. 36. 19. N., long. 67. 6. 45. W. There is neither quay nor mole at La Guayra. Ships moor E.N.E. and W.S.W., with their heads to the north, at from one quarter to three quarters of a mile from the land, in from 9 to 18 fathoms. The holding ground is good; and notwithstanding the openness of the road, vessels properly found in anchors and cables run very little risk of being driven from their moorings.

Port charges payable by a ship of 300 tons, discharging and loading at La Guayra:—

	National.		Foreign (not privileged).	
	D.	c.	D.	c.
Tonnage duty,.....	37	50	150	0
Entrance fee,	4	0	6	0
Anchorage,.....	12	0	16	0
Captain of port's fee,.....	3	0	6	0
Interpreter's fee and translating manifest,.....	2	0	4	0
Permit to discharge, and stamp,.....	1	12½	1	12½
Health officer's fee,.....	4	0	4	0
Municipal charge for water,.....	40	0	40	0
Municipal bill of health,.....	2	0	2	0
Permit to load, and stamp,.....	1	12½	1	12½
Certificate of sea-worthiness from captain of port, prior to loading, and stamp.....	2	0	2	0
	D.108 75		D.232 25	
Value in sterling money,	£17 15 10		£38 14 2	

N.B.—A ship introducing a cargo, and sailing in ballast, would be liable to all the above charges, with the exception of the last two.

The charge for water is levied without regard to tonnage, viz. sloops and schooners, 20 dollars each, brigs 30, and ships 40.

Port Regulations.—On casting anchor, a visit is paid by the collector of customs or his agent, accompanied by other officers, who take from the master his register, manifest, and muster-roll, and an officer is left on board until the cargo is discharged. The master must swear to his manifest within 24 hours after his arrival, when the permit to discharge is granted, and within 3 days all invoices must be presented. The discharge completed, the same officers repair on board to examine the vessel, and all being found in order, the officer is withdrawn. The clearing of a vessel outwards (that has entered with cargo) in ballast is then completed by paying the port charges; proof whereof being produced, the permission to sail is signed by the governor and harbour master. If the vessel take cargo on board, then the same formality, as to the visiting, is pursued, as on the entry of a vessel.

Collecting or procuring freight for vessels, 5 per cent.

Money.—The currency of the country consists of dollars of 8 reals, half do. of 4 reals, besides reals, half reals, and quartillos or quarter reals. This money is of very unequal weight and purity, the coins issued since the commencement of the revolutionary war having been often a good deal defaced. The real should be worth 5d. sterling.

Weights and measures, same as those of Spain. See Cadiz.

BOYD TOWN (TWO-FOLD BAY),

Situated on the east coast of Australia, in lat. 37. 4. S., long. 150. 5. E. Water, wood, coal, fresh and salt provisions, vegetables, with ships' stores of every description, can be obtained here. Whalers will find this a most economical harbour in which to refresh or refit, as not only will the exorbitant harbour dues, lights, pilotage, and water charges of Sydney be avoided, but the possibility of desertion on the part of their crews, with the well-known advantage of being on the best fishing ground on the coast of New South Wales. There is regular communication by steam to Sydney, Van Dieman's Land, &c.

Nautical Almanacs two years in advance. Whale boats and cedar plank may be had.

LISBON,

The capital of Portugal, situated on the north bank of the river Tagus, the observatory of the fort being in lat. 38. 42. 24. N., long. 9. 5. 50. W. The harbour or rather road of Lisbon is one of the finest in the world, and the quays are at once convenient and beautiful. Fort St. Julian marks the northern entrance of the Tagus. It is built on a steep projecting rock. There is a light-house in the centre, about 120 feet above the level of the sea. At the mouth of the Tagus are two large banks, called the North and South *Cachops*. There are two channels for entering the river—the north or little, and the south or great channel. On the middle of the South Cachop, about $1\frac{1}{2}$ mile from Fort St. Julian, is the Bugio fort and light-house, the latter being 66 feet in height. The least depth of water in the north channel on the bar is four fathoms, and in the south six fathoms.

The only danger in entering the port arises from the strength of the tide; the ebb running down at the rate of seven miles an hour; and after heavy rains, when there is a great deal of fresh water in the river, the difficulty of entering is considerably augmented. When, at such periods, there is a strong wind from the sea, there is a complete break all over the bar. Vessels moor up and down the river with open hawse to the southward. In some parts they may come within 200 yards of the shore, being guided by the depth of water, which, from nearly 20 fathoms in mid-channel, shoals gradually to the edge.

Charges on a foreign ship of 300 tons entering the port of Lisbon with a general cargo, and clearing out with the same :—

	Rees.
Royal passport,	7,200
Petty expenses on entering at the Custom-house, about...	700
Anchorage,	500
Ballast clearance,	400
Tonnage duty, 100 rees per ton,	30,000
Lights, 50 rees per ton,	15,000
Contribution to Board of Trade,	1,500
Petty charges,	720
Bill of health,	240

About £11 6s.

R.56,260

Vessels coming with a cargo, or in ballast, and departing in ballast, pay 200 rees per ton lights, or four times as much as if they sailed with cargoes. Vessels coming with a cargo, and sailing with the same cargo, pay no tonnage duty.

Port Regulations.—All vessels entering the Tagus are obliged to come to anchor off Belem Castle, where there is an office at which they must be entered, their cargoes declared, from whence they come, and whether the cargo be intended to be landed in Lisbon or not; if not, the master applies for "*franquia*," that is, for leave to remain eight days in the port, for the purpose of disposing of the cargo or of departing with it. Two Custom-house officers are then sent on board, and if the cargo is to be discharged at Lisbon, the vessel proceeds to the Custom-house, when the master makes entry, delivering the manifest and bills of lading attached to the certificate of the Portuguese consul, at the port of lading, in order to identify the cargo. The officers put on board at Belem are then relieved by two others, who remain until the vessel be discharged and visited by the Custom-house searcher. The port dues have to be paid in different offices; but the vessel is not subject to any other charges.

All goods sent on board for exportation must be accompanied by a permit from the Custom-house. When the clearances are obtained, the papers are presented by the master, or the ship's agent, to the authorities at Belem, who deliver the signal the vessel is to hoist when going to sea.

There is no regular warehousing and bonding system at Lisbon. All imported dry goods are allowed to remain in the Custom-house stores two years, and liquids six months, without being charged warehouse rent, provided they are intended for consumption, and pay the duties accordingly. But if, after that period, they are taken out to be exported, they are charged 2 per cent. duty.

Commission.—The ordinary rates of commission are, on the sale of goods, $2\frac{1}{2}$ per cent. ; *del credere*, $2\frac{1}{2}$ per cent. ; on the value of goods landed from a vessel putting in to effect repairs, 1 per cent. ; on ships' disbursements, 5 per cent.

Money.—Accounts are kept in rees, 1,000 of which = 1 milree. The average value of the milree in silver may be estimated at 60d. or 5s. stg.

Weights and Measures.—The commercial weights are, 8 oz. = 1 marc ; 2 marcs = 1 lb. or arratel ; 22 lbs. = 1 arroba ; 4 arrobas = 1 quintal ; 100 lbs. or arratels of Portugal = 101.19 lbs. avoirdupois. The principal measure for corn, salt, &c. is the moyo, divided into 15 fanegas, 30 alquiéres, 240 quartos, 480 selemis, &c. The moyo = 23 Winchester bushels. The principal liquid measure is the almude, divided into 2 potes 12 canadas, or 48 quartellos ; 18 almudes = 1 barrel ; 26 almudes = 1 pipe ; 52 almudes = 1 tonelada. The almude = 4.37 English wine gallons ; and the tonelada = 227 $\frac{1}{4}$ ditto. A pipe of Lisbon is estimated by the Custom-house (British) at 112 imperial gallons ; and this pipe is supposed to be 31 almudes. A pipe of port is 120 imperial gallons, divided into 21 almudes of Oporto. Of measures of length, 2 pes = 3 palmos = 1 covado or cubit ; 1 $\frac{2}{3}$ covados = 1 vara ; 2 varas = 1 brança. The pe or foot = 12.944 English inches ; 100 feet of Portugal = 107.8 English feet ; the vara = 43.2 English inches.

For freight, a last is reckoned at 4 pipes of oil or wine, 4 chests of sugar, 4,000 lbs. of tobacco, 3,600 lbs. of shumac. But from one place in Portugal to another, a tonelada is reckoned at 52 almudes of liquids, or 54 almudes of dry goods.

Coffee is sold per arroba ; cotton, indigo, and pepper, per lb. ; oil, per almude ; wine, per pipe ; corn, per alquiére ; salt, per moyo. Grain, seed, fish, wool, and timber, are sold on board.

Weights and long measures are the same throughout Portugal ; but there is a great discrepancy in the measures of capacity. The almude and alquiére, at the principal places, are in English measures as follows :—

Lisbon,	Almude	equal to	4.37	gallons	English wine measure.
—	Alquiére	„	3.07	„	Winchester measure.
Oporto,	Almude	„	6 $\frac{5}{8}$	„	Wine measure.
—	Alquiére	„	3 $\frac{1}{2}$	„	Winchester measure.
Faro,	Almude	„	4 $\frac{1}{2}$	„	Wine measure.
—	Alquiére	„	3 $\frac{3}{4}$	„	Winchester measure.
Figueira,	Almude	„	5 $\frac{3}{4}$	„	Wine measure.
—	Alquiére	„	3 $\frac{1}{4}$	„	Winchester measure.
Vianna	Almude	„	6 $\frac{1}{2}$	„	Wine measure.
—	Alquiére	„	3 $\frac{1}{8}$	„	Winchester measure.

DANTZIC

Is situated about 4 miles from the mouth of the Vistula, in lat. 54. 20. 48 N., long. 18. 38. E. The harbour is at the mouth of the river. The town is traversed by the small river Motlau, which is navigable for vessels drawing 8 to 9 feet. The road or bay of Dantzic is covered on the west side by a long, narrow, low, sandy tongue of land, extending from Reserhoft Point (on which is a light-house), in lat. 54. 50 $\frac{1}{2}$., long. 8. 23. 15., upwards of 20 miles, in an E. by S. direction, having the small town of Heela, or Heel, near its termination. A light-house, elevated 123 feet (English) above the

level of the sea, has been erected within about half a mile of the extremity of this point. The flashes of the light, which is a revolving one, succeed each other every half minute. Dantzic lies about S. $\frac{1}{2}$ W. from the Heel; its port being distant about 4 leagues. There is good anchorage in the roads for ships of any burden; but they are exposed, except immediately under the Heel, to the north and north-easterly winds. There are harbour lights at the entrance to the port. All ships entering the Vistula must heave to about a mile off the port, and take a pilot on board; and pilots must always be employed in moving ships in the harbour, or in going up and down the river. The usual depth of water at the mouth of the river is from 12 to 13 feet (English); in the harbour, from 13 to 14 feet; at the confluence of the Motlau with the Vistula, from 9 to 9 $\frac{1}{2}$ feet; and in town, from 8 to 9 feet. Moles have been erected on both sides the entrance to the harbour: that on the eastern side, which is most exposed, is constructed of granite, but is not yet completed; the other is partly of stone and partly of timber.

DUTIES ON PILOTAGE AND POLICE PASSPORTS AT DANTZIC.

Pilotage Duties.

	Prussian and privileged foreign flags.				Foreign flags not privileged.		
	Th.	sh.	pf.		Th.	sh.	pf.
Vessels drawing 6 feet water and under,.....	1	15	0	...	2	0	0
„ 7 feet water,.....	2	15	0	...	3	0	0
„ 8 „	3	0	0	...	3	15	0
„ 9 „	3	15	4	...	4	0	0
„ 10 „	4	0	0	...	5	0	0

Police Passport Taxes.

Vessels of 25 lasts, 50 tons and under,.....	1	10	0	...	1	25	0
„ 50 „ 100 tons,.....	1	17	6	...	2	0	0
„ 100 „ 200 „	1	25	0	...	2	5	0
„ 200 „ 400 „	2	7	6	...	3	5	0
„ above 400 lasts,.....	3	5	0	...	4	15	0

The following are the charges on a British vessel of 300 tons, or about 200 Prussian lasts.

	R.	s.	d.	pf.
Harbour money,.....	88	26	8	
Ditto in gold (say in Fred. d'ors, reckoned at 5 r., in which this must be paid),	14	6	8	
River money,.....	0	0	0	
Commercial contribution,.....	3	10	0	
Expedition expenses,.....	13	10	0	
*Captain's allowance for expenses on shore,.....	16	20	0	
Tracking the ship into the harbour (Fairwater),.....	2	0	0	
Ballast money, &c.,.....	10	24	0	
Pilot to the ballast wharf,	4	0	0	
Ditto moving the ship in Fairwater,.....	2	15	0	
Police passport,	3	5	0	
Clearing the vessel in and out,.....	16	20	0	

R.175 17 4

Making £25 6s. 6d. sterling, at the exchange of 6r. 28 s. gr.

* Dantzic captains receive no allowance for shore expenses. River or

stream money is only paid by vessels that bring goods to town, or load in the Motlau (above the Blockhouse). If a ship remain in the Fairwater or Vistula, the river money is levied on the craft carrying the goods, and falls on the latter.

Dantzic is favourable for careening and repairing, as every sort of provisions may be had very reasonable. Labourers' wages, 9d. to 11d. per day, and carpenters, 1s. 6d. to 2s.

Money, weights, and measures, same as Memel, page 120.

HONFLEUR

Is situated on the estuary of the Seine, nearly opposite Havre, from which it is distant six miles south-east, and is thirty miles north-east of Caen. The port is enclosed between two jetties, is difficult of entrance, and encumbered with mud, so as to be accessible only at high water, and then only to vessels drawing under $13\frac{1}{2}$ feet at high spring tides, and 10 feet at neaps. There are two capacious and commodious basins connected with it, which serve as harbours for numerous fishing vessels and coasters.

The following are the expenses on a British vessel of 226 tons register, drawing 14 feet in and 9 out, with cargo of coal in and ballast out.

Vessels should not go up to this place drawing more than 13 feet at springs, and 10 feet at neaps, as it was at the risk of the vessel and cargo this vessel got safe in. She struck heavily, though at spring tide. The pilot was on board thirteen days.

Pilots are always obtained off Cape Le Have. The merchant in general pays two-thirds of the inward charges.

The full charges are as follow :—

	F.	c.		F.	c.
Pilotage in,	139	43	Brought forward,	434	13
Boat of help in,	12	0	Pilotage out,	42	95
Landmarks „	3	0	Ballast, 68 tons,	115	60
Hawsers „	3	0	Clearances out,	12	0
Clearances „	4	50	Brokerage,	178	0
Consul's fees „	5	75	Protest to Consul,	11	50
Tonnage or Dock duty, ...	266	45			
				<hr/>	
				F.794	18
Carry forward, F.434 13					

At 25 f. exchange, about £31 15s. 3d.

Money, weights, and measures, see France, p. 47.

GALLE, A PORT OF CEYLON.

The port dues are 4d. per register ton. Government vessels and transports are exempt.

<i>Pilotage.</i> —Vessels under 100 tons,	£0	15	0
„ 100 and under 200.....	1	2	6
„ 200 „ 400.....	1	10	0
„ 400 „ 600.....	2	5	0
„ 600 tons and upwards, ..	3	0	0

These charges are exacted whether a signal be made or not for a pilot. For money, weights, and measures, see Ceylon, p. 124.

MANILLA,

The capital of Luconia, the largest of the Philippine Islands, and the principal settlement of the Spaniards in the East, in lat. 14. 36. 8. N., long. 120. 53½. E., is built on the shore of a spacious bay of the same name, at the mouth of a river navigable for small vessels a considerable way into the interior. The smaller class of ships anchor in Manilla roads, in 5 fathoms, the north bastion bearing N. 37. E., the fishery stakes at the river's mouth N. 18. E., distant about a mile; but large ships anchor at Cavita, about 3 leagues to the southward, where there is a good harbour, well sheltered from the west and south-west winds.

The port charges on foreign vessels consist of a tonnage duty of 2 reals, or a quarter dollar, per register ton; and fees, varying from 15 to 20 dollars, according to the size of the vessel, for port captain's and health officer's visits, passports, &c. The tariff is bottomed on a custom-house valuation, fixed every five years. Most foreign commodities, imported in foreign vessels, pay an import duty of 14 per cent. *ad valorem*, except wines and spirits, which mostly pay a duty of from 30 to 60 per cent., unless the produce of Spain. Cotton-twist of certain colours, cutlery, ready-made clothes, European fruits, confectionery, and vinegar, pay 40 per cent. if imported in Spanish vessels, and 50 per cent. if in any other. British and other foreign cotton and silk manufactures made in imitation of native cloth, Madras and Senegal cottons, &c., pay 15 per cent. if imported in Spanish, and 25 per cent. if in other ships. Machinery of all sorts for the promotion of industry, cotton twist of certain colours, gold and silver, plants and seeds, are imported duty free; but tropical products, the same as those of the Philippines, gunpowder, swords, and other warlike stores, &c., are prohibited, unless landed in bond for re-exportation. Exports of nearly all descriptions, by Spanish vessels, pay only from 1½ to 2 per cent. *ad valorem*, and by foreign vessels double this duty; but manufactured tobacco, rope from Manilla, hemp, and gold and silver, coined or uncoined, if exported to Spain, go duty free.

Money.—The principal currency of Manilla consists of Spanish dollars, of 8 reals and 96 grains; but South American dollars are also current.

Weights.—The weights in use are the Spanish lb., which is nearly 2 per cent. heavier than the English; the arroba = 25½ English lbs. nearly; the quintal = 102 lbs.; and the picul of 5 arrobas, or 1¼ cwt. English. The coyan is a measure for rice, &c., varying from 96 to 135 lbs.

CONSTANTINOPLE,

A famous city of South-eastern Europe, formerly the metropolis of the Eastern, as it is still of the Turkish Empire, on a triangular point of land, on the European side of the Sea of Marmara (Propontis), at the point where it unites with the Bosphorus, or channel leading to the Black Sea. Lat. 41. 0. 12. N., long. 28. 59. 2. E. The situation of this renowned city is, in a commercial point of view, one of the finest imaginable. Standing on the narrow straits uniting the Mediterranean and Euxine Seas, she at once commands, and is the *entrepôt* for, the commerce between them. The harbour is most excellent. It consists of an extensive inlet, or arm of the sea, stretching along the north-east side of the city, which it divides from

the suburbs of Galata and Pera. It has sufficient depth of water to float the largest ships, and can accommodate more than 1,000 sail. The strong current that sets through the Bosphorus into the sea of Marmara strikes against Seraglio point; a part of the water, being in consequence forced into the harbour, runs along its north-western and south-western side, till, arriving at its extremity, it escapes by the opposite side. In the middle, the water is still. On leaving the port, it is necessary to keep well over to the northern side; for, otherwise, the ship might be taken by the current, and driven on Seraglio Point. It may be worth while, however, to remark, that, notwithstanding this inconvenience, the current has been of signal service to the city, by scouring the harbour, and carrying away the filth and ballast by which it must otherwise have been long since choked up. The distance across from Seraglio Point to the opposite suburb of Scutari, on the Asiatic coast, is rather more than an English mile. Within less than a quarter of a mile of the latter is a rocky islet, upon which is a tower and light-house, known by the name of the Tower of Leander. Foreigners reside in Galata, Pera, and the suburbs on the eastern side of the harbour; and it is there, consequently, that the principal trade of the place is carried on. The quays are good, and ships lie close alongside.

The Bosphorus, or channel of Constantinople, runs in a N.E. by N. direction about 15 miles, varying in breadth from $1\frac{1}{4}$ to $\frac{1}{2}$ a mile. It is swept by a rapid current, which it requires a brisk gale to stem, and has throughout a great depth of water. The Hellespont, or strait of the Dardanelles, leading from the Archipelago to the Sea of Marmara, is about 13 leagues in length. Its direction is nearly N.E. Where narrowest, it is little more than a mile across. It is also swept by a strong current, and has deep water throughout.

Port Charges.—The port charges on English vessels in the harbours of the Ottoman empire are fixed by treaty at 300 aspers, neither more nor less, or about 10d.

Money.—Accounts are kept in piastres of 40 paras, or 120 aspers. The Turkish coin has been so much degraded, that the piastre, which a few years ago was worth 2s. sterling, is now not worth more than 4d. A bag of silver (*kefer*) is equal to 500 piastres, and a bag of gold (*kitze*) is equal to 30,000 piastres.

Weights and Measures.—The commercial weights are—176 drams = 1 rottolo; 2.272 rottoli = 1 oke; 6 okes = 1 batman; $7\frac{1}{3}$ batmans = 1 quintal or cantaro = 124.457 ($124\frac{1}{2}$ very nearly) lbs. avoirdupois. The quintal of cotton is 45 okes = 127.2 lbs. avoirdupois. Corn is measured by the *kisloz* or *killow*, = 0.941 of a Winchester bushel; $8\frac{1}{2}$ kisloz = 1 quarter. The *fortin* = 4 kisloz. Oil and other liquids are sold by the *alma* or *meter*, = 1 gallon 3 pints English Wine measure. The *alma* of oil should weigh 8 okes.

BATAVIA,

A sea-port and capital of the noble island of Java, is the seat of the Government of the Dutch possessions in the East, and is the principal emporium of the Eastern Archipelago, situated on an extensive bay on the north-west coast of the island, in lat. 6. 12. S., long. 106. 54. E. Batavia is built in a marshy situation at the mouth of the river Iaccatra; several of its streets

are intersected with canals, crossed by numerous bridges, and the banks of the canals lined with trees in the Dutch fashion. The Iaccatra is navigable for vessels of 35 to 40 tons two miles inland. The harbour, or rather road, is very extensive, and is protected by a range of small islands, and affords good anchorage for ships of 300 to 500 tons, about $1\frac{1}{2}$ mile from the shore.

Tonnage Charges.—The duty on a British vessel of 260 tons, loading and unloading a general cargo, would be about £10 17s. Boat attending the ship, about £1 16s. Noting protest, 18s. Commission on disbursements, 5 per cent. Clearing out, 8s. 4d. Stamp, 4s. 6d. The tonnage duty is 1s. 8d. per last = about 2 tons English.

Port Regulations.—The following is the substance of the port regulations of Batavia:—1st. The commander of a ship arriving in the roads is not allowed to land himself, or permit any of his crew or passengers to land, until his vessel be visited by a boat from the guard-ship.—2d. The master, on landing, is first to wait on the master attendant, and afterwards report himself at the police office.—3d. A manifest of the whole cargo must be delivered at the Custom-house within twenty-four hours of the ship's arriving in the roads.—4th. The master of a vessel must lodge the ship's papers with the master attendant when he first lands, which are duly delivered up to him when he receives his port clearance from the same authority.—5th. No goods can be shipped or landed after sun-set, under a penalty of 500 florins.—6th. No goods can be shipped on Sunday without a special warrant from the water fiscal, which, however, is never refused on application.—7th. No muskets or ammunition can be imported; but the prohibition does not extend to fowling pieces exceeding 100 florins value.

Tariff.—After a good deal of negotiation, it has been fixed that goods imported in English vessels shall pay an *ad valorem* duty of 25 per cent., and under the Netherlands flag, of $12\frac{1}{2}$ per cent.; that is, a duty upon the wholesale price at Batavia, not in bond. The export duty on coffee, if exported on a foreign bottom to a foreign country, is 5 florins per picul; if on a foreign bottom to a port in the Netherlands, 4 florins; and if on a Netherlands bottom to a Netherlands port, 2 florins. Sugar exported on a foreign bottom pays two florins per picul; but if exported on a Netherlands bottom, 1 florin. Rice, on whatever bottom exported, and to whatever country, pays a duty of 3 florins per coyang of 27 piculs. Tin, exported on a foreign ship to whatever port, 4 florins per picul; and by a Netherlands ship, 2 florins per picul. The trade in spices is monopolised by the Netherlands Trading Company.

Goods are received in *entrepôt* not only at Batavia, but at the ports of Samarang, Sourabaya, and Anjier in Java, and Rhio in the Straits of Malacca, on payment of a duty of 1 per cent. levied on the invoice value.

Money.—Accounts are kept at Batavia in the florin or guilder, divided into centimes, or 100 parts, represented by a copper coinage or doits. The florin is a new coin made expressly for India, but of the same value as the florin current in the Netherlands. It is usually estimated at the rate of 12 to the pound sterling, but the current par is 11 florins 58 cents per pound. Doubloons and the coins of Continental India are receivable at the custom-house at a fixed tariff; the Spanish dollar, for example, at the rate of 100 for 260 florins.

Weights.—The Chinese weights are invariably used in commercial trans-

actions at Batavia, and throughout Java and the other Dutch possessions in India. These are the picul and the cattie, which is its hundredth part. The picul is commonly estimated at 125 Dutch, or $133\frac{1}{3}$ lbs. avoirdupois, but at Batavia, it has long been considered to be equal to 136 lbs. avoirdupois.

HALIFAX,

The capital of Nova Scotia, on the south-east coast of that province, lat. 44. 36. N., long. 63. 28. W., is situated on a peninsula on the west side of Chebucto Bay, and has one of the finest harbours in America. The best mark in sailing for Halifax is Sambro light-house, on a small island off the cape of the same name, on the west side of the entrance to the harbour, in lat. 44. 30. N., long. 63. 32. W. The light, which is fixed, is 210 feet above the level of the sea; and a detachment of artillery, with two 24-pounders, is upon duty at the light-house, firing at regular intervals during the continuance of the dense fogs with which this part of the coast is very much infested. The course into the harbour for large ships, after passing Sambro light, is between the main land on the west and Macnab's Island on the east. On a spit projecting from the latter a light-house has recently been constructed; and when this is seen, ships may run in without fear. Ships usually anchor abreast of the town, where the harbour is rather more than a mile in width. After gradually narrowing to about one-fourth of that width, it suddenly expands into a noble sheet of water, called Bedford Basin, completely land-locked, with deep water throughout, and capable of accommodating the whole navy of Great Britain. The harbour is accessible at all times, and is rarely impeded by ice. There is an extensive royal dockyard at Halifax, which, during war, is an important naval station, being particularly well calculated for the shelter, repair, and outfit of the fleets cruising on the American coast and in the West Indies.

Pilotage.—Inwards, vessels under 200 tons, £2; above 200, £2 10s.

Light Money.—1d. per ton in, and 1d. per ton out.

Ballast may be had at 2s. per ton; discharging, per agreement.

Wharfage.—6s. per diem per vessel.

Money.—Accounts are kept in pounds, shillings, and pence, the same as in England, and the weights and measures are also the same.—See Quebec, p. 79.

HAVANNAH,

On the north coast of the noble island of Cuba, of which it is the capital, the Morro castle being, according to Humboldt, in lat. 23. 8. 15. N., long. 82. 22. 45. W. The port of Havannah is the finest in the West Indies, or, perhaps, in the world. The entrance is narrow, but the water is deep, without bar or obstruction of any sort, and within it expands into a magnificent bay, capable of accommodating 1000 large ships—vessels of the greatest draught of water coming close to the quays. The city lies along the entrance to, and on the west side of, the bay. The suburb Regla is on the opposite side. The Morro and Punta castles, the former on the east, and the latter on the west side of the entrance of the harbour, are strongly fortified, as is the entire city; the citadel is also a place of great strength;

and fortifications have been erected on such of the neighbouring heights as command the city or port. The arsenal and dockyard lie towards the western angle of the bay, but to the south of the city. From its position, which commands both inlets to the Gulph of Mexico, its great strength, and excellent harbour, Havannah is, in a political point of view, by far the most important maritime station in the West Indies. As a commercial city it also ranks in the first class; being, in this respect, second to none in the New World, New York excepted. For a long period, Havannah engrossed almost the whole foreign trade of Cuba; but since the relaxation of the old colonial system, in 1809, when all the ports of the island were freely opened to foreigners, various ports, as Matanzas, Trinidad, Santiago, Nuevitas, Holguin, Manzanilla, &c., have become places of great commercial importance. The rapid extension of the commerce of Havannah is, therefore, entirely to be ascribed to the freedom it now enjoys, and to the great increase of wealth and population in the city, and generally throughout the island.

Tonnage Duty.—12 reals (equal to $1\frac{1}{2}$ dollar) per ton on a British vessel, and on Spanish vessels 5 reals per ton. Since 1st January, 1844, vessels leaving with a full cargo of molasses are *exempt* from this duty; and vessels leaving with cargo, consisting of *more* than 1000 boxes sugar, or more than 2000 bags coffee, or more than 300 pipes rum, are only to pay *half* tonnage dues. A British vessel of 300 tons, unloading and loading general cargoes, would cost about 645 dollars 1 real, or £134 8s. Exchange, 4s. 2d. per dollar.

The particulars of the charges, as likewise the money, weights, measures, and commissions, are given under the head of Cuba, pp. 50, 51.

KONIGSBERG,

The capital of East Prussia, in lat. 54. 42. 11. N., long., 20. 29. 15. E., is situated on the Pregel, which flows into the Frische Haff, or Fresh Bay, a large lake, having from 10 to 14 feet water. The bar at the mouth of the Pregel has only from 8 to 9 feet water, so that no vessels drawing above 9 feet can ascend to the city. Pillau, in lat. 54. 33. 39. N., long. 19. 52. 30. E., on the north side of the entrance from the Baltic to the Frische Haff, is properly the port of Königsberg. Within these few years, a light-house has been erected on a rising ground, a little to the south of Pillau, the lantern of which is elevated 103 feet above the level of the sea. The light is fixed and brilliant. The entrance to the harbour is marked by buoys; those on the larboard side being surmounted by small flags. A Gothic building, 120 feet above the level of the sea, has been erected to serve for a landmark; at a distance it looks like a three-masted ship under sail. There is usually from 15 to 16 feet water between the buoys on entering the harbour; but particular winds occasion material differences in this respect.

The navigation 'twixt Königsberg and Pillau is obstructed by two shallow places or bars, on which the depth of water alters from 6 to 9 feet, according to the season and weather. Vessels that cannot take in all their cargoes at Königsberg must load up at Pillau, or in the roads, by means of lighters, which are from 20 to 80 tons. Elbing, Braunsburg, and all other places within the Frische Haff, are subject to the same inconveniences, Pillau is the port of Elbing, from which it is distant 50 miles,

The following are the charges at Königsberg, on a British vessel of 91 tons English, or 72 Prussian lasts, with ballast in and grain out :—

Harbour Dues.—At $7\frac{1}{2}$ sgr. per last inward, and 15 sgr. per last outward.

River Dues.—At $2\frac{2}{3}$ sgr. per last inward, and $5\frac{1}{3}$ sgr. per last outward.

CHARGES.	Inward.		Outward.	
	R.	sgr.	R.	sgr.
To lastages (harbour dues and river money) here and at Pillau, as above,	24	12	48	24
To stream dues,	5	0	0	0
„ custom-house documents,	0	29	1	2
„ passes, entries, cockets, and bonds,	1	4	2	5
„ pilotage from Pillau, drink money, & night money,	6	25	0	0
„ clearance,	0	0	4	24
„ ballast money for the use of planks and barrows,	2	0	0	0
„ do. to the labourers for leading away the ballast, and 1.20 extra for drink,	7	20	0	0
„ muster-roll,	2	2	0	0
„ boom money, and petty river charges,	1	6	2	10
„ commission,	3	18	7	6
EXPENSES AT PILLAU.				
To the pilot for assistance,	2	0	1	0
„ bill of clearance, and declarations,	0	18	0	12
„ pilotage from Königsberg,	0	0	5	10
„ commission,	0	0	21	0
„ custom-house boat,	0	0	0	10
„ small charges,	0	16	0	24
„ clearance,	3	20	7	10
„ lighterage & charges for the cargo from Königsberg,	0	0	15	25
„ two men, labourage, when the ship was aground,	0	0	2	0

Or about £26 18s. 6d.

R.61 20 R.120 12

The above are the charges on a vessel loading at Königsberg, and filling up at Pillau. Vessels are obliged to load the whole cargo at Königsberg, then discharge into lighters what they have not water down the river for. Vessels discharge to 9 feet, and then reload up at Pillau out of the lighters they discharged into.

Money, weights, and measures, same as at Memel, p. 120.

MARSEILLES,

A large commercial city and sea-port of France, on the Mediterranean, lat. 43. 17. 49. N., long. 5. 22 $\frac{1}{2}$. E. The access to the harbour, which is defended by several strong fortifications, is in the centre of the city, forming a basin 525 fathoms in length, by about 150 feet in breadth. The tide is hardly sensible; but the depth of water at the entrance to the harbour varies from 16 to 18 feet, being lowest when the wind is N.W., and highest when it is S.W. Within the basin the depth of water varies from 12 to 24 feet, being shallowest on the north, and deepest on the south side. Dredging machines are constantly at work to clear out the mud, and to prevent the harbour from filling up. Though not accessible to the largest

class of ships, Marseilles is one of the best and safest ports in the world for moderate-sized merchantmen, of which it will accommodate above 1000. Ships in the basin lie alongside the quays; and there is every facility for getting them speedily loaded and unloaded. The Isle de Rattoneau, Pomegues, and the strongly-fortified islet or rock of If, lie W.S.W. from the port; the latter, which is the nearest to it, being only $1\frac{3}{4}$ mile distant, and not more than three-fourths of a mile from the projecting point of land to the south of the city. There is good anchorage ground for men-of-war and other large ships between the Isles de Rattoneau and Pomegues, to the west of the Isle d'If. When coming from the south, it is usual to make the Isle de Planier, in lat. 43. 11. 54. N., long. 5. 13. 59. E. A light-house erected on this island is 131 feet high; the flashes of the light, which is a revolving one, succeed each other every half minute, and in clear weather it may be seen 7 leagues off. Ships that have made the Isle de Planier, or that of Le Maire, lying east from it about $4\frac{1}{4}$ miles, steer northerly for the Isle d'If, distant about 7 miles from each, and having got within a $\frac{1}{4}$ or $\frac{1}{2}$ mile of it, heave to for a pilot, who carries them into harbour; it is not, however, obligatory on ships to take a pilot on board; but being obliged to pay for one whether they avail themselves of his services or not, they seldom dispense with them. The charge is 4 sous per ton in, and 2 sous per ton out, for French vessels, and the vessels having reciprocity treaties with France. There is a light-house in the fort St. Jean, on the north side of the entrance to the port. The *lazaretto*, which is one of the best in Europe, lies a little to the north of the city; and there is an hospital on Rattoneau Island, for individuals whose health is dubious. With the exception of the above charge for pilotage, and the charges for such vessels as perform quarantine, there are no port charges on ships entering at or clearing out from Marseilles.

Money, weights, and measures, same as France, p. 47.

MESSINA,

A celebrated city and sea-port of Sicily, near the north-east extremity of the island, on the strait of its own name, 8 miles N.W. Reggio, $56\frac{1}{2}$ miles N.N.E. Catania, and 120 miles E. by N. Palermo; lat. (of its light-house) 38. 11. 30. N., long. 15. 34. 40. E. The port to which Messina is wholly indebted for her prosperity, and even existence, is formed by a lengthened curved tongue of land, that might almost be supposed to be an artificial circular mole, projecting first N.E. from the main land, and then bending round to the W. in the form of a sickle. The entrance on the N., about 700 yards across, is defended on the W., or main-land side, by the bastion of Porto Reale, and at the extremity of the curved promontory by Fort Salvatore. A light-house has been erected on the extreme E. verge of the promontory. The noble basin thus enclosed is about 4 miles in circuit, and, having deep water throughout, is capable of accommodating the largest fleets. It is, in fact, not only the finest harbour in the Mediterranean, but one of the finest of which we have any certain knowledge. Men-of-war moor in the centre of the basin in about 35 fathoms; but merchantmen lie alongside the quay, and have every facility for loading and unloading. The pratique office, the fish market, and the custom-house, are all

on the Marina. The lazaretto, the best establishment of the kind in Sicily, is in the E. angle of the harbour. The situation of Messina, on the strait between Italy and Sicily, and her admirable port, give her great advantages as a commercial *entrepôt*.

The port of Messina being considered free, foreign vessels going there enjoy greater privileges than in the rest of the kingdom, being subjected to the same tonnage dues as native vessels. viz. 4 grani per ton.

The same is the case with regard to *expediting* and *bill of health dues*. The other health dues are the same as at the other ports of the kingdom.

A tariff, dated 30th December, 1816, and which is still in force, regulates the pilotage dues on entering and clearing from the port, and for passing the straits, as follow :—

Piloting a merchant ship into port	5 crowns.
Ditto ditto from the port to the mouth of the canal	5 „
Ditto a tartane, polacre, &c.	2 „
Ditto a merchant ship through the straits	10 „
Ditto a bark, tartane, polacre, or other small boat	4 „

Money, weights, and measures, same as Palermo.

OSTEND

Is the second sea-port of Belgium, and with Antwerp are, properly speaking, the only sea-ports of Belgium. Vessels of 200 to 300 tons can come from the sea by Ostend to Bruges, and Nieuport will admit small vessels, which may communicate with the interior by the canals. The canals and rivers of Belgium extend many of the advantages of sea-ports to the inland towns of Brussels, Ghent, Liege, and to most of the towns and seats of industry in the kingdom. Vessels sail from Louvain, which is in the centre of the country, with their cargoes direct for Britain. Ostend is in lat. 51. 13. 57. N., long. 2. 55. 8. E. The entrance to the harbour is intricate; but the pilots are skilful. There are two light-houses, which are well kept up, and mark the entrance (when kept in a line) to the channel, which leads to the port. The port is safe within, and the inner harbour large and commodious, and is bordered with a fine broad quay. Large vessels can only enter at high water, and in strong off-shore winds it is difficult. There is a Tribunal and Chamber of Commerce, and an English Consul at Ostend.

Charges on a British vessel of 60 tons, with cargo of coal in and bark out :—

	F. c.		F. c.
Pilotage in, drawing 10 feet,	64 45	Brought forward,	352 23
„ out, „ 8 „	45 40	Surveillance days,	6 34
Harbour-master's fee,	5 0	Planks,	5 75
Tonnage duty in and out,	147 94	Ballast, 5 lasts,	11 21
Basin dues,	51 14	Water scout,	12 70
Light dues,	9 90	Cook-house,	0 70
Additional tonnage duty,	11 0	2 casks water,	1 0
Sluice charge,	6 90	Consul's fee,	5 75
Do. men,	2 0	Clearing in and out,	25 0
Officers for measuring vessel,	8 50		
			F.420 68
Carry over,	F.352 23	Exchange, F.25, or £16 18s. 1d.	

The Belgian *tonnage duty* and navigation duties are of two kinds, viz., for national, or countries having reciprocity treaties with Belgium, the tonnage duty is 90 centimes of a franc per ton per annum, and for foreigners not having treaties, 2 francs 20 cents per ton, payable *every voyage*. The additional duty or old syndicate tax of Holland is likewise payable by each, and is 13 per cent. Vessels, laden or unladen, forced by distress into port, or voluntarily anchoring after first departure, pay no tonnage duty, buoys, beacons, and declarations; but all other charges. Vessels putting into port in distress or with damage, are free to unload their cargoes, but not to sell the damaged goods without authority. Such vessels pay only half pilotage dues if they enter the port 24 hours after sailing.

Discharging dues are demands for the benefit of the collectors of customs, from $\frac{1}{4}$ to $1\frac{1}{2}$ per cent. on the amount of collection, and is payable from the cargo, and do not affect the ship.

Pilotage is regulated in each port by a local tariff or scale for winter and summer, according to the draught of water. Foreign vessels pay a *surcharge*, which varies according to the ports from whence they come. England is exempt.

There is no treaty of commerce and navigation 'twixt Britain and Belgium, only the treaty relative to the separation of Belgium and Holland, which stipulates commercially only for regulations respecting tolls, canals, and rivers. British and Belgian vessels enter each others ports as national.

The difference in the charges between a vessel departing laden or in ballast is in the pilotage, brokerage, and some other trifling charges. All other charges are the same laden or unladen.

The expense of a vessel of 200 tons at Ostend, if not privileged, would be about F.1175 or £47. At Antwerp, £60.

Money, Weights, and Measures.—The metrical and decimal weights and measures of France were established by law in 1836. See Antwerp, p. 86, and France, p. 47.

MADRAS,

The principal emporium of the coast of Coromandel, or western shore of the Bay of Bengal, lat. 13. 4. 22. N., long. 80. 21. E. It is without port or harbour, lying close upon the margin of an open roadstead, the shores of which are constantly beat by a heavy surf. Besides these disadvantages, a rapid current runs along the coast; and it is within the sphere of the hurricanes or typhoons, by which it is occasionally visited. In every respect, indeed, it is a very inconvenient place for trade, and its commerce is consequently greatly inferior to that either of Calcutta or Bombay. In Madras roads, large ships moor in from 7 to 9 fathoms, with the flagstaff off the fort bearing W.N.W., 2 miles from shore. From October to January is generally considered the most unsafe season of the year, in consequence of the prevalence, during that interval, of storms and typhoons. On the 15th of October the flagstaff is struck, and not erected until the 15th of December; during which period, a ship coming into the roads, or, indeed, any where within soundings on the coast of Coromandel (reckoned from Point Palmyras to Ceylon), vitiates her insurance, according to the conditions of the policies of all the insurance offices in India. In the fort there is a light-house, 90 feet above the level of the sea, and which may be seen from the

deck of a large ship at 17 miles' distance, or from the mast-head at a distance of 26 miles.

PORT CHARGES.

Boat Hire.

	S. Roads.			N. Roads.		
	Rs.	s.	p.	Rs.	s.	p.
Ordinary trips,.....	1	3	0	0	12	6
Do. do. for an accommodation boat,	4	0	0	4	0	0
Transhipments,	0	12	6	0	12	6
Do. for an accommodation boat,	2	0	0	2	0	0
Deep do. do.	1	8	0	1	8	0
Do. do. do.	3	0	0	3	0	0
Return trip,	0	10	0	0	6	3
Bad weather ordinary trip,	2	3	0	1	8	0
Do. for an accommodation boat,	6	0	0	6	0	0
Do. transhipment,	1	8	0	1	8	0
Do. jolly-boat do.	1	8	0	1	8	0
Do. return ships,	1	3	0	0	12	6

Anchorage Dues.

British ships, and ships under foreign, European, or American colours,	38	0	0	0	0	0
Country ships from 900 to 500 tons,	35	0	0	0	0	0
" 500 to 300 " 	28	0	0	0	0	0
" 300 to 200 " 	21	0	0	0	0	0
" 200 to 100 " 	17	0	0	0	0	0
" 100 to 50 " 	14	0	0	0	0	0
" 50 to 10 " 	10	0	0	0	0	0
Native craft, from 400 to 300 " 	0	0	0	21	0	0
" 300 to 200 " 	0	0	0	17	0	0
" 200 to 100 " 	0	0	0	14	0	0
" 100 to 50 " 	0	0	0	10	0	0
" 50 to 20 " 	0	0	0	3	0	0
" 20 to 10 " 	0	0	0	1	0	0

Light-house Dues.

	Rs.	s.	p.
All British and foreign ships, on anchoring,	25	0	0
Country ships,	14	0	0
Snow, brig, ketch, and schooner,	7	0	0
Sloop and cutter,	5	0	0
Large dhonies,	5	0	0
Small dhonies,	2	0	0

Cattamaran Hire.

Small cattamarans, to all ships on anchoring, ...	1	0	0
" snow, brig, and ketch, do....	0	12	0
" sloop and cutter, do....	0	10	0
" dhonies and large boats,	0	8	0
" carrying letters to ships,	0	4	0
" carrying provisions or parcels,	1	0	0
Large cattamarans, for landing or shipping a European cable of 13 to 16 inches,	18	12	0

	Rs.	a.	p.
Large cattamarans, for do. do. 17 to 22 inches,..	28	8	0
„ for do. an anchor, 14 to 29 cwt.	18	12	0
„ for do. „ 30 to 50 cwt.	28	8	0

The charges for clearance on every vessel, except paddy boats, is 1 pagoda 24 fanams. For every paddy boat, 20 fanams. For every bale imported or exported in foreign vessels (except Americans), 1 pagoda.

You cannot employ your own boat to unload your vessel without the permission of the master attendant; and you can, in no case, let your own boat for hire to another vessel, under any pretence whatever. The rates of boat hire are according to your distance from the shore; double charge being made if employed on a Sunday. A load of ballast consists of 120 baskets of sand, according to a fixed size, at the average of $3\frac{1}{2}$ fanams. A boat load of water is 4 butts; the price 55 fanams, 40 cash.

Commission on chartering vessels, making advances, or disbursements, advertising, as agents of owners or commanders of ships, for passengers, on the amount of the passage money, whether the same shall pass through the agent's hands or not, $2\frac{1}{2}$ per cent. On procuring freight, or advertising, as agents of the owners or commander, the commission to be calculated on the entire amount of freight, 5 per cent. On granting letters of credit, 1 per cent.

Money.—The Company's rupee (for an account of which see Calcutta, p. 116) is now in general circulation, and is the standard uniformly referred to in all accounts. But exclusive of the Company's rupee, several coins are in circulation in Madras and its vicinity. Of the gold coins, the principal are the star or current pagodas = 7s. $5\frac{1}{2}$ d.; commonly, however, valued at 8s. The gold rupee, new coinage, is worth, according to the mint price of gold in England, £1 9s. 2.42d. The Arcot rupee (silver) is very nearly of the same value with the Company's rupee. The European merchants keep their accounts at 12 fanams the rupee; 80 cash = 1 fanam, and 42 fanams = 1 pagoda. Copper pieces of 20 cash, called pice, and of 70 and 5 cash, called dodees and half dodees, are also current.

Commercial Weights.—Goods are weighed by the candy of 20 maunds; the maund is divided into 8 vis, 320 pollams, or 3200 pagodas; the vis is divided into 5 seers. The candy of Madras is 50 lbs. avoirdupois. Hence the pagoda weighs 2 oz. 3 grs.; and the other weights are in proportion. These weights have been adopted by the English; but those used in the Jaghire (the territory round Madras belonging to the Company), as also in most other parts of the Coromandel coast, are called the Malabar weights, and are as follow:—The gursay (called by the English garce) contains 20 baruays or candies; the baruay, 20 manungus or maunds; the maund, 8 visay or vis, 320 pollams, or 3200 varahuns. The varahun weighs $52\frac{3}{4}$ English grains; therefore, the visay is 3 lbs. 3 dr.; the maund, 24 lbs. 2 oz.; the baruay, $482\frac{1}{4}$ lbs.; and the gursay, $9645\frac{1}{2}$ lbs. avoirdupois, or 4 tons 6 cwt. nearly.

Measures of Capacity.—The garce, corn measure, contains 80 parahs, or 400 marcals; and the marcal, 8 puddies, or 64 ollocks. The marcal should measure 750 cubic inches, and weigh 27 lbs. 2 oz. 2 dr. avoirdupois of fresh spring water. Hence 43 marcals = 15 Winchester bushels; and

therefore the garce = $17\frac{1}{8}$ English quarters nearly. When grain is sold by the weight, 9256 $\frac{1}{2}$ lbs. are reckoned for 1 garce, being 18 candies 12.8 maunds.

MOCHA,

The principal port in the Red Sea frequented by Europeans, in that part of Arabia called Yemen, about 40 miles to the north of the Strait of Bab-el-mandeb, lat. 13. 19. 30. N., lon. 43. 20. E. Mocha is situated on the margin of a dry sandy plain. It is built close to the shore, between two points of land which project and form a bay. Vessels drawing from 10 to 12 feet water may anchor within this bay at about a mile from the town; but large ships anchor without the bay, in the roads, in 5 or 7 fathoms water. A good deal of extortion is practised in the exaction of port charges, presents, &c., which may, however, be defeated by proper firmness. The *port charges* on ships, or *three-mast* vessels, may amount to about 400 Mocha dollars, and those on brigs to about half as much. Provisions are plentiful and cheap; but water is dear; that in the vicinity being brackish and unwholesome, whatever is used for drinking, by all but the poorest persons, is brought from Mosa, about 20 miles off. Fish are abundant and cheap, but not very good.

Money.—The current coins of the country are carats and commassees; 7 carats = 1 commassee; 60 commassees = 1 Spanish dollar; 100 Spanish dollars = 12 $\frac{1}{2}$ Mocha dollars.

Weights and Measures.—The commercial weights are—15 vakias = 1 rottolo = 1 lb. 2 oz. avoird.; 40 vakias = 1 maund = 3 lbs. avoird.; 10 maunds = 1 frazel = 30 lbs. avoird.; 15 frazels = 1 bahar = 450 lbs. avoird. There is also a small maund of only 30 vakias; 1 Mocha bahar = 16 $\frac{1}{2}$ Bombay maunds; 1 Mocha bahar = 13 Surat maunds = 15.123 seers. Grain is measured by the kallah, 40 of which = 1 tomand, about 170 lbs. avoirdupois. The liquid measures are 16 vakias = 1 nusseah; 8 nusseahs = 1 cuda, about 2 English wine gallons. The long measures are the guz = 25 English inches; the hand covid = 18 inches, and the long iron covid = 27 inches.

MONTE VIDEO,

The capital of the republic of Uruguay, on the north bank of the Rio de la Plata, lat. 34. 54. 11. S., lon. 56. 13. 18. W., is situated 2. 3. 33. W. of Cape St. Mary, the northern limit of the embouchure of the La Plata. Vessels from the north bound to Monte Video generally make this cape, entering the river between it and the small island of Lobos, in from 14 to 17 fathoms. The course is thence nearly W. to the Isle of Flores, on which is a light-house, 112 feet above the level of the sea, with a revolving light. From Flores to Monte Video is 16 miles in a direct line, and the course W. by S. by compass. A light-house, 475 feet above the level of the sea, has been erected on the summit of the Monte Video, whence the town has its name. The latter is built on a projecting tongue of land, the port being on its S. side. This, which is the best on the La Plata, is a large circular basin, open to the S.W.; generally the water is shallow, not exceeding from 14 to 19 feet, but, the bottom being soft mud, vessels are seldom damaged by grounding. It should, however, be observed, that the depth of water in the harbour, as well as throughout the whole of the Rio de la Plata, depends

very much on the direction and strength of the winds. The S.W. wind, called *pamperos*, blows right into the bay of Monte Video with much force, not unfrequently causing a rise of a fathom or more in the depth of water ! But it rarely occasions much damage to vessels properly moored with anchors to the S.W., S.E., and one to the N.

PORT CHARGES.

	Foreign Vessels.	National Vessels.
Tonnage from beyond sea, per ton, ...	3 reals.	2 reals.
During loading and unloading, both classes pay one dollar per day, per vessel,		
Pratique, with pilot, ...	8 dollars.	4 dollars.
Boat, ...	2 „	2 „
Without pilot, ...	4 „	2 „

National and foreign vessels, that neither discharge nor load cargo, and that do not remain more than six days, pay nothing ; those that remain in the harbour more than six days pay one-third of the above tonnage dues.

Hospital Dues.—National and foreign vessels, sailing for a foreign port beyond sea or in the river Plate, pay 2 dollars for the vessel, 4 reals for the captain, 2 reals for each seaman, and 1 dollar for each passenger.

Pilotage from Monte Video to Buenos Ayres to be paid in Monte Video. If the draught of water do not exceed

9 feet Burgos measure, ... D.50	13 to 14 feet, ... D.120
9 to 10 feet, ... 60	14 to 15 feet, ... 140
10 to 11 feet, ... 70	15 to 16 feet, ... 160
11 to 12 feet, ... 80	16 to 17 feet, ... 190
12 to 13 feet, ... 100	17 to 18 feet, ... 220

Money.—Current money, the Brazilian patacon and Spanish dollar ; they pass for 960 centesimos ; 100 cents make a real ; 800 cents, or 8 reals, make a dollar ; 960 cents, or 9 reals 60 cents, make $1\frac{1}{4}$ current dollar, or 1 hard dollar or patacon.

Weights and measures same as those of Spain ; for which see Cadiz.

ST. CHRISTOPHERS, OR ST. KITTS,

One of the British West India Islands, lat. 17. 20. N., long., 62. 110. W., about 50 miles west by north of Antigua, and forms a part of the government of the latter. It has four towns, Basseterre, the capital, Sandy Point, Old Road, and Deep Bay ; the two former are the principal ports, and are established by law.

Charges on a British vessel of 180 tons register, with cargo in and out :—

	D.	c.
Tonnage duty, ...	64	80
Secretary's fee, ...	4	0
Fort pass,.....	2	0

At 4s. 6d.—£15 19s.

D.70 80

Duty paid by vessel on the produce taken on board, if loaded on the island :—Sugar, 4s. 6d. per hhd. ; 3s. 10d. per trs. ; 9s. per barrel. Molasses, 3s. 4d. per puncheon. Rum, 3s. 4d. per do. Coffee, 9d. per barrel.

Money, weights, and measures, same as Great Britain.

BARBADOS.

Bridgetown is the capital, situated along the shore of Carlisle bay, in lat. 13. 5. N., long. 59. 41. W. On the windward or north-east side there is a ledge of rocks, called the Cobblers, at a distance from the shore, which renders the approach to the island very dangerous. The island has been frequently visited by hurricanes which happen in the months of August, September, and October.

Charges on a British vessel of 250 tons:—

Tonnage duty at custom-house,	£43	18	1
Do. at treasurer's office,	13	10	0
Harbour-master's fee,	0	18	9
Secretary's fee,	1	5	0
Clearing,	0	12	6

£60 4 4

Money, weights, and measures, same as Great Britain.

IONIAN ISLANDS.

These islands, viz. Corfu, Cephalonia, Zante, Santa Maura, Ithaca, Cerigo, Paxo, and several small states, rise from the Adriatic in irregular abruptness. They are all free ports, that is, for the consumption of provisions without duty. The following are the port charges:—

Health and Port-Office Tariffs, as regulated by Act of May 16, 1841.

VESSELS.	HEALTH AND PORT CHARGES.					
	Clearance, Bill of Health, Master Roll, Anchorage, &c.	Retouching Papers.	Quarantine without taking Fratique.	Quarantine for taking Fratique, including guar- dians.	Lighthouses for every clearance.	
NATIONAL.	s. d.	s. d.	Per day. s. d.	Per day. s. d.	s. d.	s. d.
10 tons and under ...	2 3	0 6	0 0	1 0	0 1	
11 „ to 25	4 6	1 0	0 4	1 6	0 3	
26 „ to 50	8 6	2 0	0 6	2 0	0 6	
51 „ to 100	14 0	4 0	0 8	2 6	0 9	
101 „ to 150	18 0	5 0	0 10	2 0	1 0	
151 „ to 200	22 0	6 0	1 0	2 6	1 3	
201 „ to 250	25 9	6 6	1 3	3 0	1 6	
251 „ to 300	29 9	8 0	1 6	3 6	2 0	
301 „ and above....	34 0	8 6	1 9	4 0	2 6	
FOREIGN.						
25 tons and under ...	6 0	1 6	0 9	2 0	0 3	
26 „ to 50	10 0	2 6	1 0	2 6	0 6	
51 „ to 100	19 0	5 0	1 6	3 0	0 9	
101 „ to 150	26 0	6 0	2 0	3 6	1 0	
151 „ to 200	31 1	6 6	2 3	4 0	1 3	
201 „ to 250	35 0	7 0	2 6	4 6	1 6	
251 „ to 300	39 3	7 6	3 0	5 0	2 0	
301 „ and upwards	44 0	9 0	3 6	5 6	2 6	

Individuals performing quarantine, per day, in separate apartments, each 1s. 6d. ; ditto guardians for each apartment, each 2s. 6d. ; ditto in common lazaretto, each 1s. 3d.

Passengers embarking, each 1s.

Native labourers and sailors returning within twelve months from the date of their departure, performing quarantine in lazaretto, for whole period, 2s. 2d. Guardians per day, 2s. 6d. ; hour, 6d. Expurgators, per day, 2s. 6d. Merchandize, &c. expurgated, *ad valorem* 1 per cent.

Tariff of Ships, Licences, &c. as regulated by Act, dated June 12, 1837.

DESCRIPTION OF VESSELS.	Registry of Captain, Master, or Rigger.		New Licences.		Renewal of Licences per annum.	
	s.	d.	s.	d.	s.	d.
25 tons and under,	4	4	26	0	6	6
26 „ to 50	6	6	34	8	8	8
51 „ to 100	8	8	47	8	13	0
101 „ to 150	10	10	56	4	14	6
151 „ to 200	13	0	65	0	16	0
201 „ and above	17	4	69	4	17	4

Local Tariff of Port Duties at St. Maura, as regulated by Act of 18th April, 1820.

	Ionian Boats, those of St. Maura exempted.		All other Vessels.	
	Laden.	Empty.	Laden.	Empty.
	s. D.	s. D.	s. D.	s. D.
Boats passing the Canal pay as follows :—				
Under 5 tons,	4 4	2 2	6 6	3 3
From 5 to 10 tons,	6 6	3 3	8 8	4 4

Vessels unloading by small boats pay 4 $\frac{3}{4}$ d. per boat load.

Native fishing, coasting, and ferry boats, are exempted from all *sanita* and port duties when employed on the coasts of the respective islands to which they belong.

Foreign fishing boats are exempted from all port duties, and pay only half the *sanita* dues when employed on the coasts of the respective islands to which they are attached.

Vessels anchoring in Ionian ports or roads without embarking or disembarking merchandize, are not subject to *sanita* or port duties—provisions for the use of the vessel not being considered merchandize.

Children under ten years of age, and Ionian subjects, upon certificate of poverty, are exempt from the dues of quarantine in the lazaretto.

Money.—Accounts are kept as in Great Britain. Spanish dollars are in general circulation, as well as British money.

Weights and Measures.—7000 troy grains = 1 libbra grossa or pound = 1 lb. English ; 100 lb. = 1 talento. The British yard and gallon are in use. The Chilo, the measure for grain = 8 gallons or 64 duotoli ; and the Ionian barrel = 16 gallons or 128 duotoli.

NANTES,

A large commercial city and sea-port of France, on the Loire, about 34 miles from its mouth, lat. 47. 13. 6. N., long. 1. 32. 44. W. There are

three entrances to the Loire. The first and most generally frequented is between the bank called *Le Four* and Point *Croisic*. There is a second between *Le Four* and the bank called *La Banche*; and the third, which in southerly winds is much resorted to, between the latter and the rocks called *La Couronne*. The navigation, which is naturally rather difficult, has been much facilitated by the erection of light-houses and beacons. Of the former, one has been recently constructed on the north part of *Le Four*, about a league from *Croisic*, in lat. 47. 17. 53. N., long. 2. 38. 3. W. It is 56 feet high. The light is a revolving one; the flash, which continues for 7 seconds, being succeeded by a dark interval of 53 seconds. Two light-houses, called the *Aiguillon* lights, stand on the north side of the river, near its mouth; the lower light, adjoining *Point de Levi*, being in lat. 47. 14. 33. N., long. 2. 15. 46. W. The light is fixed, and is 111 feet above the level of the sea. The upper *Aiguillon* light, situated about a mile N. 31. E. from the lower, is 127 feet high; it also is a fixed light, varied, however, by a flash every 3 minutes. A beacon tower, called the *Turk*, is erected on the southernmost extremity of *La Banche*; the course for vessels entering between it and *La Couronne*, is to bring the *Aiguillon* lights in one. The depth of water on the bar at the mouth of the harbour varies from 2 to 2 $\frac{3}{4}$ fathoms. At springs the rise is 14, and at neaps, 7 or 8 feet. High water at full and change 3 $\frac{3}{4}$ hours.

The following are the charges on a British vessel of 60 tons, with cargo of coal inwards, and ballast out, drawing as under:—

	F.	c.
Quarantine boat dues,	9	0
Pilotage, sea to Painboeuf, 10 feet,	57	50
„ Painboeuf to Nantes, 10 feet,....	28	0
Tribunal of Commerce,.....	7	75
Measure bill,	12	0
River Dues,	11	35
Tonnage dues and passport,	84	13
Pilotage out from Nantes to Painboeuf, 8 feet,...	17	0
„ Painboeuf to sea, 8 feet,	28	0

About £10.

F.254 73

Money, weights, and measures, same as France, p. 47.

HONDURAS,

A settlement belonging to Great Britain, on the east coast of Central America, chiefly between lat. 16. and 18. N. and long. 88. and 90. W., having north Yucatan, west and south Guatemala, and east the Bay of Honduras. The coast is flat, and surrounded with an abundance of reefs and low verdant islands, called *keys*. The approach to the shore is very dangerous, especially during north winds, and the different *keys* resemble each other so much as to make the navigation of the channels extremely difficult, except to experienced pilots. Proceeding inland, the surface rises gradually from the coast into an elevated region, covered with primeval forests, interspersed with marshes. Rivers numerous, and some of them large; the principal, the Balize, is navigable for 200 miles. The only town in the

settlement is Balize, at the mouth of the river of the same name, in lat. about 17. 29. N., and long. 88. 8. W. It consists of about 500 houses, chiefly of wood. The following are the charges on a British vessel of 158 tons, with cargo in and out :—

	Currency.
Light Dues and tonnage duty, at 2s. 6d. per ton,	£19 15 0
Entry, fort pass, and clearing,.....	6 1 8
Harbour-master's fee,	2 5 0
Noting protest,	1 6 8
Pilotage in and out of Balize, 20s. per foot,.....	24 0 0
Pilotage to and from Golden Stream, where this vessel loaded,	20 0 0
Pass to southward,.....	0 15 4

Exchange, £140 per £100, or £53. £74 1 8

When loaded at Balize, expenses are £30 currency less than the above.
Money, weights, and measures, same as Great Britain.

NEW ORLEANS

Is situated on the east bank of the noble river Mississippi, about 105 miles from its mouth, lat. 29. 57. 45. N., lon. 90. 9. W. New Orleans has a greater command of internal navigation than any other city in the known world. Vessels of the largest burden may navigate the river several hundreds of miles above New Orleans. The depth of water in the river, opposite the city, is, at a medium, about 70 feet; and it maintains soundings of 30 feet till within a mile of its confluence with the sea. Besides three or four of inferior consequence, the river has four principal passes or outlets. In the south-east or main pass, at Balize, the water on the bar at ordinary tides does not exceed 12 feet, and the rise of tide is not more than 2 to 2½ feet in the Gulph of Mexico. Vessels drawing much water cannot get up to New Orleans. The unhealthy season is July, August, and Sept.

Pilotage.—From sea to the Block-house at the Balize, or from within the river to the eastward and southward of the bars, a distance of about three miles, two dollars per foot for the vessel's draught of water. At the Block-house the pilots live, and leave the vessels, and there outward-bound vessels take pilots, and pay the same pilotage as inward. No pilots are appointed for the river, and no regular pilotage is established. Few vessels, except foreign, take any. When taken, 1½ dollar is given; and the whole pilotage, in or out, up to New Orleans, is therefore 3½ dollars per foot. The Balize pilots take vessels up the river, if desired, and have what they can agree for with the masters. Besides the pilotage per foot, a pilot is entitled to two dollars per day for every day that he may be detained on board any vessel by the master, waiting for a fair wind or otherwise. Any master of a vessel, who refuses to take a pilot when one offers, pays half pilotage, provided that nothing is payable by any vessel employed between New Orleans and any other port in Louisiana for refusing to take a pilot.

Tonnage Duty.—There is no tonnage duty on American vessels, or on vessels having a treaty of reciprocity with the United States. BRITAIN has had a treaty since July, 1815. Fee at Custom-house about 2½ dollars.

Levee Dues.—The following ordinance, amendatory of existing ordinances concerning levee dues, in and for the port of New Orleans, was ordained by the general council, and approved by the mayor, May 26, 1843 :—

From and after the 31st day of August, 1843, the levee or wharfage dues on ships and other decked vessels, and on steam vessels arriving from sea, shall be as follow :—

	D.		D.
Vessels under 75 tons,...	15	Vessels of 500 and under 550 ...	125
„ of 75 and under 100 ...	20	„ 550 „ 600 ...	130
„ 100 „ 125 ...	25	„ 600 „ 650 ...	135
„ 125 „ 150 ...	30	„ 650 „ 700 ...	145
„ 150 „ 200 ...	40	„ 700 „ 750 ...	160
„ 200 „ 250 ...	50	„ 750 „ 800 ...	175
„ 250 „ 300 ...	60	„ 800 „ 900 ...	190
„ 300 „ 350 ...	70	„ 900 „ 1000 ...	205
„ 350 „ 400 ...	85	„ 1000 „ 1100 ...	220
„ 400 „ 450 ...	100	„ 1100 „ 1200 ...	235
„ 450 „ 500 ...	115	„ 1200 and upwards, ...	240

From and after the 31st day of August, 1843, the levee dues on steam vessels navigating on the river, and which shall moor or land in any part of the incorporated limits of the port, shall be as follow :—

	D.		D.
Steamers under 75 tons, ...	12	Steamers of 400 & under 450...	67
„ of 75 and under 100...	15	„ 450 „ 500...	75
„ 100 „ 150...	22	„ 500 „ 550...	82
„ 150 „ 200...	30	„ 550 „ 600...	90
„ 200 „ 250...	37	„ 600 „ 650...	97
„ 250 „ 300...	45	„ 650 „ 700...	105
„ 300 „ 350...	52	„ 700 and over ...	120
„ 350 „ 400...	60		

All ships and other decked vessels, and steam vessels, arriving from sea, which shall have landed or moored in front of one municipality, and shall have paid or be liable to pay the levee dues to such municipality, and which shall afterwards remove from such municipality to one of the other municipalities, shall pay to the municipality to which they remove, the following dues :—

	D.	c.	
All vessels over 750 tons,	3 00	per day.
„ 500 „ and less than 750	...	2 50	„
„ 300 „ „ 500	...	2 00	„
„ 100 „ „ 300	...	1 50	„
All vessels under 100 „	0 75	„

Such daily levee dues to be collected for every day such vessel may remain in the port of the municipality to which they may have removed, the days of removal and departure excepted.

Harbour master and warden's fee, 5 dollars.

Money, weights, and measures, same as New York, p. 56.

NAPLES,

A large city and sea-port in the south of Italy, the capital of the kingdom of the same name, the light-house being in lat. 40. 50. 12. N., long. 14. 14. 15. E. The bay of Naples is spacious, and is celebrated for its picturesque

views. The harbour is formed by a mole, built nearly in the form of the letter L, having a light-house on its elbow. Within the mole there is from 3 to 4 fathoms water, the ground being soft. The water in the bay is deep, and there is no bar; it is, however, a good deal exposed to the south-westerly winds; and to guard against their effects, vessels lying in the bay moor with open hawse in that direction. There is no obligation to take a pilot on board, but it is usual to take one the first time that a ship anchors within the mole. The light-house has a revolving light. The period of revolution is two minutes, during the first of which the full strength of the light is continued, and during the second minute its brilliancy rapidly decreases. The height of the light is 161 feet above the sea, and it is visible at the distance of 18 or 20 miles. At the extremity of the mole is a low fixed light to guide vessels round its head. The charges of a public nature on a national or British ship of 300 tons burthen, entering and clearing out from the port of Naples, are as under:—

				<i>D.</i>	<i>gr.</i>
<i>On entering.</i> —For expediting,	...	...	...	1	60=5s. 8d. stg.
<i>On clearing out.</i> —Expediting,	...	...	...	1	60
Bill of Health,	...	...	...	1	20
Tonnage duty, at 4 grains per ton,				12	0

D. 14. 80=£2 9 4

Charges on a foreign ship of 300 tons burthen:—

<i>On entering.</i> —Visa,...	...	...	...	...	0	55
Expediting,	...	...	...	...	6	60
Stamp,	...	...	...	...	0	14

D. 7. 29=£1 4 4

<i>On clearing out.</i> —Passport,...	...	...	...	...	1	0
Expediting,	...	...	...	...	6	60
Stamp,	...	...	...	...	0	14
Bill of Health,	...	...	...	...	2	40
Police,	...	...	...	...	0	20
Port Officers,	...	...	...	...	0	60
Registering Papers,	...	...	...	...	0	20
Tonnage duty, at 40 grains per ton,					120	0

D. 131 14=£21 17 2

Quarantine is rigorously and arbitrarily enforced. If the vessel comes from an *infected* place, she is *refused* admittance; if from any place *suspected*, she is received on a long quarantine; if from a place *endangered*, she is received on a short quarantine; if from a place *secure*, she is admitted to *free pratique*. Merchantmen perform quarantine at Nisita, an island 6 miles from Naples. Vessels from *endangered* ports, 14 to 28 days; from *suspicious* places, 24 to 40 days; from *excepted* places, 7 to 21 days. Vessels from *infected* places go to Genoa or Leghorn, where they may unload in a *lazaretto sporco*. The fees are heavy.

Commission.—On chartering, or procuring charters, 3 per cent.; on collecting freight, inward or outward, 2 per cent. each; on advances on letters of credit, 1 per cent.; on effecting insurances, $\frac{1}{2}$ per cent.; on negotiating bills, $\frac{1}{2}$ per cent. Money, weights, and measures, same as at Palermo.

TOBAGO

Is the most southerly of the British West India islands, and the most eastern, except Barbados. The island is rocky and precipitous, but has many streams and fertile valleys. It produces great quantities of sugar, rum, and molasses. The capital is Scarborough, in lat. 11. 16. N., long. 60. 30. W. The abundance of springs on the island contributes greatly to its healthfulness; and its bays and creeks are so disposed as to be very commodious for all kinds of shipping.

Harbours.—On the windward side are numerous excellent bays, and on the northward is situated “Man-of-war Bay,” capacious, safe, and adapted to the largest ships. Courland Bay is on the north side, six miles from the fort. The Richmond, a large river, passes through the leeward district. Sandy Point and King’s Bays, like the above, are adapted for large ships. Tyrrell’s, Bloody, Mangrove, Englishman’s, Castaras, and Halifax Bays, have also good anchorage for small vessels. Halifax Bay requires a pilot, in consequence of a shoal at the entrance.

The following are the charges on a British vessel of 128 tons register, with cargo in and out:—

Entry at custom-house,.....	£0	10	0
Wharfage, 128 tons, at 6d. per ton,.....	3	4	0
Harbour dues,.....	5	17	4
Secretary, 4s. ; fort pass, 17s. 4d.	1	1	4
Tonnage money, 1s. 6d. per ton,.....	9	12	0

£20 4 8

Money, weights, and measures, same as Great Britain.

ODESSA,

A sea-port of Southern Russia, on the north-west coast of the Black Sea, between the rivers Dniester and Bug, in lat. 46. 28. 54. N., lon. 30. 43. 22. E. By an Imperial ukase, dated the 7th of February, 1817, it was declared a free port, and the inhabitants exempted from taxation for thirty years; since which period its increase has been extremely rapid. The bay or roadstead of Odessa is extensive, the water deep, and the anchorage good, the bottom being fine sand gravel; it is, however, exposed to the south-easterly wind, which renders it less safe in winter. The port, which is artificial, being formed by 2 moles, one of which projects to a considerable distance into the sea, is fitted to contain about 300 ships. It has also the advantage of deep water. There is a convenient lazaretto. A light-house has been erected on Cape Fontan, about $6\frac{1}{2}$ nautical miles south of Odessa. The light, which formerly revolved, is now *fixed*, and is about 203 (Russian) feet above the level of the sea. At a distance of 11 leagues E.S.E. $\frac{1}{2}$ S. from Odessa, on the north end of the long, narrow, low island of Tendra, a light-house has been erected, of great use to ships approaching Odessa from the south or west. The lantern is elevated $92\frac{1}{2}$ (Russian) feet above the level of the sea. It consists of 3 reflecting lights suspended in the form of a triangle, revolving in the space of 4 minutes, so that each lamp arrives at its maximum of brilliancy after an interval of 1 minute 20 seconds. Being also of a *red* colour, this light is readily distinguished from

Fontan light, and the other lights in the Black Sea. In foggy weather, a bell is kept ringing. Not being at the mouth of any great river, nor having any considerable manufactures, Odessa is not a port for the exportation of what may be called articles of native growth; but in consequence of her convenient situation, excellent port, and the privileges she enjoys, she is the emporium where most of the produce of Southern Russia destined for foreign countries is collected for exportation, and where most of the foreign articles required for home consumption are primarily imported. The shallowness of the water at Taganrog, and the short period during which the Sea of Azoff is navigable, tend to hinder foreign vessels of considerable burden from entering the Strait of Yenikalé, and occasion the shipment of a considerable portion of the produce brought down the Don in lighters to Caffa and Odessa, especially the latter. All the products brought down the Dniester, the Bug, and the Dnieper, are exported from Odessa; but owing to the difficult navigation of the first and last mentioned rivers, by far the greater part of the corn brought to Odessa from Podolia, the Ukraine, &c. is conveyed to the town in carts drawn by oxen. The roads traversed by these carts are only practicable at certain seasons of the year; and nothing would contribute so much to increase the commerce of the port, and the prosperity of Southern Russia, as the opening of improved communications with the interior; whether by removing obstructions in the channels of the rivers, constructing canals or railways, or good common roads.

The following are the charges on a British vessel of 195 tons, with ballast in and cargo out:—

	R.	c.
Discharging ballast, 100 tons,	288	0
Guards during observation,	21	0
Present to guards for assisting, 5r.; officers of mole, 33r. ...	38	0
Interpreter,	23	40
Port charges, Russian papers, and stamps,	103	20
Tonnage duty, 35r. 78c.; English papers, 32r.	67	78
Light-house, 25r.; clearances, 50r.	75	0

Exchange, R.20—About £30 16s. 5d.

R.616 38

Money, weights, and measures, same as at Petersburg, pp. 40, 41,

ALTONA, OR ALTENA,

A considerable city and sea-port in Holstein, on the river Elbe, two miles west of Hamburg, lat. 53. 34. N., long. 9. 58. E. It is a *free* port, and enjoys most of the privileges of Hamburg. It has always been a favourite object of the Danes to attract to it a portion of the wealth and commerce of Hamburg; but in this they have not been very successful. It has, however, a considerable trade in shipbuilding, manufactures of various kinds, sugar refining, brewing, and distilling. Population about 30,000. By the customs' regulations, it is declared beyond the customs' barrier, which places it in regard to consumption duty in the position of a *free* town or port, that is, where all provisions, &c. can be bought free of duty. The importations of all goods is permitted into the duchies of Holstein and Sles-

wick, except roasted coffee, and all roasted substitutes for coffee, as chicory, &c., and playing cards. The exportation of all articles is permitted. The transit of goods is permitted through the territories of the duchies, on the payment of the special duties contained in the Danish, or Holstein and Sleswick tariffs, or *free* when so stated in the tariff.

Pilotage, same as at Hamburgh, p. 66.

The pilotage from Boesch to Altona or Hamburgh is generally per agreement, there being no scale or fixed rates for this pilotage; but 3 marks per foot draught of water is generally allowed; but less may be bargained for in good weather, there being no compulsion to take pilots from Boesch to Altona.

	R. b. d.	sk.
<i>Tonnage or Last Duties, per Commercial Last.</i> —1. Upon ships sailing from one custom-house port in Denmark to another, Copenhagen excepted, but including Altona, . . .	0	8
2. Upon ships sailing between Copenhagen and any other custom-house port in Denmark, including Iceland, Greenland, and the Faroe Islands, . . .	0	16
3. Upon ships sailing from or to ports in Norway, Sweden, Russia, the Baltic, Germany, Holland, and Belgium, . . .	0	64
4. Upon ships sailing from or to the other ports, including the ports in the Mediterranean, and on the Black Sea, and the Danish West India colonies, . . .	0	80
<i>Remark.</i> —Unprivileged ships pay the lastage specified from Nos. 1 to 4, with an addition of 50 per cent.; likewise Swedish ships discharging salt; but only for such number of commercial lasts as constitute the cargo.		
5. Upon ships sailing from or to other transatlantic ports than those mentioned under No. 4, all ships without exception paying, . . .	1	64
6. Ships importing from foreign places pitch, potashes, and tar, pay lastage for such number of commercial lasts as constitute the cargo of these articles, without regard to the country whence, or to the flag under which they are shipped, and are only charged . . .	0	32

There are no other charges.

For the sailing directions for the Elbe, see p. 68. Money, weights, and measures, see p. 112, being the same as at Copenhagen.

PALERMO,

A large city and sea-port, the capital of the noble island of Sicily, on the north coast of which it is situated, the light-house being in lat. 38. 8. 15. N., long. 13. 21. 56. E. The bay of Palermo is about five miles in depth, the city being situated on its south-west shore. A fine mole, fully a quarter of a mile in length, having a light-house and battery at its extremity, projects in a southerly direction from the arsenal into 9 or 10 fathoms water, forming a convenient port, capable of containing a great number of vessels. The light-house, though a splendid structure, is said to be very ill lighted. There is an inner port, which is reserved for the use of the arsenal. Ships that do not mean to go within the mole may anchor about half a mile from it, in from

16 to 23 fathoms, the mole light bearing N.W. $\frac{3}{4}$ W. A heavy sea sometimes rolls into the bay, but no danger need be apprehended by ships properly found in anchors and chain cables. In going into the bay, it is necessary to keep clear of the nets of the tunny fishery, for these are so strong and well moored, as to be capable of arresting a ship under sail.

Charges on Goods.—The regular charges on the sale of goods consigned to Palermo are—commission, 3 per cent.; brokerage $\frac{1}{2}$ per cent.; warehouse rent, $\frac{1}{2}$ per cent.; and portage and boat hire; with 2 per cent. *del credere*—imports being almost always sold on credit. The charges may occasionally vary $\frac{1}{2}$ to 1 per cent., and imports are frequently sold duty paid; the prices, however, so obtained, fully compensate for the trifling increase of charges. The charges on goods exported are—3 per cent commission; brokerage, so much per *cantaro salma*, &c., generally amounting to about $\frac{1}{2}$ per cent., except on fruit, on which it is equivalent to from 2 to 3 per cent.

Money.—Since 1818, the coins of Sicily have been the same as those of Naples, their names only differing. The ducat = 3s. 5 $\frac{1}{2}$ d. sterling is subdivided into 100 *bajocchi* and 10 *piccioli*; but accounts are still generally kept in *oncie*, *tari*, and *grani*:—20 grani = 1 taro; 30 tari = 1 oncia. The oncia = 3 ducats; and 1 carlino of Naples = 1 taro of Sicily. The Spanish dollar is current at 12 tari 8 grani.

Weights.—These are the *cantaro grosso*, subdivided into 100 *rottoli grossi* of 33 oncie, or into 110 *rottoli sottili* of 30 oncie; and the *cantaro sottili*, subdivided into 100 *rottoli sottili* of 30 oncie, or 250 lbs. of 12 oncie. The rottolo of 33 ounces = 1·93 lbs. avoirdupois = 2·34 lbs. Troy = 8·73 hectogrammes = 1·77 lbs. of Amsterdam = 1·8 lbs. of Hamburg. The rottolo of 30 ounces = 1·75 lbs. avoirdupois = 2·13 lbs. Troy = 7·94 hectogrammes = 1·6 lbs. of Amsterdam = 1·64 lbs. of Hamburg. 100 Sicilian lbs. of 12 ounces = 70 avoirdupois = 85·11 lbs. Troy = 31·76 kilog. = 64·23 lbs. of Amsterdam = 65·58 lbs. of Hamburg.

Measures.—The *salma grossa* = 9·48 Winchester bushels; the *salma generale* = 7·62 Winchester bushels. The principal liquid measure is the tonna, divided into 4 barili, each equivalent to 9 $\frac{3}{8}$ wine gallons; 1 barile = 2 quartare; 1 quartara = 20 quartucci. The casso of oil = 4 $\frac{3}{4}$ English gallons. The yard or *canna* = 8 *palmi*; 2 $\frac{1}{2}$ palms = 1 yard English.

CARDENAS,

One of the new ports of Cuba opened for commerce under the liberal policy of Captain-General O'Donnell, in 1844.

Tonnage Duty.—12 reals (equal to 1 $\frac{1}{2}$ dollar) per ton on a British vessel, and on Spanish vessels 5 reals per ton. Since 1st January, 1844, vessels leaving with a full cargo of molasses are *exempt* from this duty; and vessels leaving with cargo, consisting of *more* than 1000 boxes sugar, or more than 2000 bags coffee, or more than 300 pipes rum, are only to pay *half* tonnage dues. A British vessel of 300 tons, unloading and loading general cargoes, would cost about 645 dollars 1 real, or £134 8s. Exchange, 4s. 2d. per dollar.

The particulars of the charges, as likewise the money, weights, measures, and commissions, are given under the head of Cuba, pp. 50, 51.

SOURABAYA,

A considerable town in the island of Java, in lat. 7. 14. S., long. 112. 55. E. It is situated on the N.E. coast, half a mile from the sea, and within the narrow strait of Madura, formed by the islands of Java and Madura, on a river navigable at its mouth for vessels of 250 to 300 tons burden. It is one of the three principal sea-ports of the island, and is well supplied with provisions of all kinds; it has the only secure harbour on the north coast, and the shipping is well defended by batteries on the shore. More ships are built and equipped here than at any other port in the Eastern Archipelago.

The port charges, money, weights, and measures, are the same as at Batavia, p. 137.

OPORTO, OR PORTO,

A sea-port of Portugal, on the north bank of the Douro, about 2 miles from its mouth, lat. 41. 10. 30. N., long. 8. 37. 18. W. The harbour of Oporto is a bar harbour, and can only be entered, at least by vessels of considerable burden, at high water; and it is seldom at any time practicable for vessels drawing more than 17 feet. On the north side of the entrance is the castle of St. Joao de Foz, whence a ledge of rocks, some of which are at all times above water, extends in a south-west direction. The outermost of these rocks, named Filgueira, which is always visible, is left on the left or larboard side on entering. Cabedelo Point, forming the southern extremity of the entrance, is low and sandy. The bar being liable, from the action of the tides, and of sudden swellings or *freshes* in the river, to perpetual alterations, it is exceedingly dangerous for any vessel to attempt crossing it without a pilot. Pilots are always on the alert, and ready to offer their services when a vessel comes in sight, unless the weather be so bad that they cannot go off. On some few occasions of this sort, vessels have been detained for three weeks off the port, without having an opportunity of entering. The chapel of St. Catherine in a line with that of St. Michael leads over the bar. The ordinary rise of spring tides is from 10 to 12 feet, and of neaps from 6 to 8 feet. A light-house with a fixed light is erected on a hill about 600 yards N.N.W. of St. Joao de Foz. The swellings of the river, or *freshes*, as they are called, most commonly occur in spring, and are caused by heavy rains, and by the melting of the snow on the mountains. The rise of water at such times is frequently as much as 40 feet; and the rapidity and force of the current are so very great, that no dependence can be placed on anchors in the stream. Fortunately a *fresh* never occurs without previous warning; and it is then the practice to moor with a cable made fast to trees, or stone pillars erected on the shore for that purpose.

The total shipment of wine from Oporto in 1843, per official returns, was 26,400 pipes; of which 21,296 were destined for Great Britain; 2541 for Brazil; 879 for Hamburgh; 547 for United States; and 6 pipes for France; to other places 1131 pipes. The principal shippers were, G. Sandiman & Co., 2092 pipes; Hunt, Roope, & Co., 1305 pipes; Martinez, Gasziot, & Co., 1256 pipes; T. J. Smith, 1112 pipes; Tonseca &

Co., 1062 pipes; Quarles, Harris, & Co., 1016 pipes. All other shippers figure for less than 1000 pipes each.

Charges on a British vessel of 212 old and 207 new tonnage, and measuring 204 at Oporto, with cargo of 15 keels coal inwards, and cargo of wine outwards:—

	MR.	R.
Pilotage, warping in, including pilot on board for six days, ...	32	240
Attempting to weigh the vessel,	8	640
Three tides warping up river,	3	600
Visit of health, and fees,	2	440
Extra allowance to pilot,	1	440
Subscription to British hospital,	6	0
„ to the telegraph,	1	0
Tonnage dues on 204 tons, at 300rs. per ton,	61	200
Bar tribute „ 204 „ at 100rs. per ton,	20	400
Clearing in and out at custom-house,	6	0
Messenger to and from pilot, and petty expenses,	2	400
Pilotage outwards,	23	900
<i>Expenses on coal:—</i>		
Duty on 366½ tons coal, at 200rs. per ton, ...	73	300
To emoluments, at 3 per cent.	2	200
To custom-house measure on board,	7	720
Attending do. and sorting,	7	900
Commission on sale, at 3 per cent.	32	544
	123	664
To paid stower of cargo of wine home,	43	770

About £76 9s.—Exchange, 54½d. per real. 336 694

The sale of coal (principally small coal) amounted to ... 1084 800

Expenses on coal, Mr. 123 R.664.

Money, weights, and measures, same as at Lisbon, p. 132.

ORAN,

A sea-port and city of Algier, or Algeria, in lat. 35. 58. N., long. 0. 5. W. It has an excellent harbour, and is situated almost opposite Carthage, in Spain, and is 225 miles N.N.W. of Algiers.

Charges on a British vessel of 364 tons register, arriving with coal and departing in ballast:—

	F.	c.
Pilotage,	35	0
Anchorage or harbour dues, at 2 francs per ton, and passport,	742	48
British consulage,	11	50
Broker, clearing out and in,	50	0
Gratification to interpreter,	12	0
Neapolitan consul,	5	0
Ballast, 96 tons, at 2 francs per ton,	192	0

About £40 13s. 4d. F.1047 98

Money, weights, and measures, same as at Algiers, p. 85.

SAMARANG

Is the most considerable settlement in the island of Java, except Batavia. It is situated on the N.E. part of the island, at the mouth of the river of the same name, in lat. 6. 54. S., long. 110. 38. E. For the port charges, money, weights, and measures, see Batavia, p. 137, they being the same throughout the island.

STOCKHOLM.

Since our article at page 124 was printed, we have received the following, which, with the explanations, will, we doubt not, be more satisfactory.

Charges levied upon a Swedish or British vessel of 200 tons :—

	Arriving. R. sc.		Departing. R. sc.	
Tonnage duty (last-pengar)	22	44	22	44
Pilotage	31	9	31	9
Light-house	20	40	20	40
Convoy	33	16	33	16
Cuddy	1	0	1	0
Wharfage and poor duty	16	0	16	0
Custom-house passport	0	0	3	18
Duplicate and signing of measuring certificate	2	0	0	0
For the expenses of unloading	0	24	0	0
Duty of the iron magazine	0	0	2	16
To the keeper of the registers of Tolag and to the Comptroller	0	32	0	32
Bill of wooding	0	12	0	12
Other duty for the poor	0	44	0	44
Certificate of the office of custom-house	1	0	1	0
To the governor of Dalara	1	16	1	16
For the duplicate of the paper at the office of Tolag	0	32	0	32
Passport of the grand governor of Stockholm	0	0	2	12
Bill of expenses of expedition	7	0	7	0
Duty of measurement, certificate, and stamp	12	26	0	0
Franchise letter and stamp	0	0	7	56
Turkish and Latin passport	0	0	11	46
Duplicate of Latin passport	0	0	2	36
Other minor expenses	10	0	10	0
Provision of Broker	16	32	16	32
Total	178	39	194	09

DUTIES PAYABLE TO THE CROWN.

*Explanation.**R.d. sk.*

Every vessel in ballast or laden pays on arriving and departing.
Tonnage Duties.—For Swedish and privileged vessels, 4 skillings banco per last 0 51,3
 Vessels not privileged pay treble of the duty above mentioned, viz. per last, 0 16
 Vessels entering voluntarily, or on account of stress of weather, and which do not load or unload, are exempt from this duty which

is paid to the crown, but they pay pilotage and light duty, as well as other duties due to the town or other authorities.

R.d. sk.

Certificate of Draught of Water of the Vessel.—For each document 0 24

Duty of Expedition.—Foreign decked vessels pay for this duty from 1 r.d. 16 sk. to and including 7 r.d. 24 sk. per last, viz.

Vessels under 4 unto and including 5 lasts	...	...	...	1	16
„ above 5 do. 10 „	...	...	...	2	0
„ do. 10 do. 15 „	...	...	...	3	0
„ do. 15 do. 30 „	...	...	...	4	0
„ do. 30 do. 50 „	...	...	...	4	32
„ do. 50 do. 100 „	...	...	...	5	16
„ do. 100 do. 150 „	...	...	...	6	0
„ do. 150 do. 200 „	...	...	...	6	32
„ do. 200 .....	...	...	...	7	24

This duty augments by one-half of the sum being added to the whole for Stockholm and Gothenburg.

Vessels in ballast, and vessels whose cargo does not exceed 4 lasts, or even vessels in harbour, which neither load nor unload, pay but one-third of the duty.

DUTIES PAYABLE TO THE TOWN.

The Convoy duty is paid only on imports, at the rate of 1 per cent. on the amount of duties of customs.

The Town dues are charged at a per centage on the official value stated in the tariff, and for Stockholm consist of $2\frac{1}{2}$ per cent. on imports, with an increase thereon of 40 per cent. by unfree ships, namely such as are not by treaty on the same footing as Swedes; and of $1\frac{1}{3}$ per cent. on exports, with an increase thereon of 50 per cent. by unfree ships.

Anchorage Duty.—Swedish and privileged vessels pay per last, on arriving and departing 0 8
Non-privileged vessels pay, per last, on entering 0 16
And on departing 0 8

Tonnage Duty, called also wharfage duty, port duty, and signal duty, is paid by the privileged lighter or praaam-built vessels, per last, on departing 0 41,2
By the privileged vessels, with side planks, per last, on departing... 0 3
By every non-privileged vessel, per last, on departing 0 8

Cuddy Duty.—Privileged vessels pay on departing, per last 0 0 $\frac{1}{2}$
Non-privileged vessels, per last 0 1

Duty for Discharging of Ballast by means of a Lighter.—This duty is paid according to where the vessel is situated in the river. At a point called Pierre Rouge, outside of the suburb of Klippa, it is divided into three stations. All vessels pay at the first station, per last 0 22,12
Ditto, at the second 0 27
Ditto, at the third 0 33,34
But when the ballast is discharged at the ballast quay, and without a shallop, a vessel pays from ... 2 0
To..... 4 0

R.d. sk.

<i>Duty to the Commander of the Fort Ny Elfborg.</i> —Every vessel pays on entering and on departing, per last	0	1
<i>Port Guard Duty.</i> —Swedish vessels pay, per last, on entering	0	0½
All foreign, ditto, ditto	0	1
<i>Port Regulations.</i> —Every vessel pays this duty	0	8
<i>Certificate of Weight for Iron, Copper, &c.</i> —This duty is imposed per skeppund, which weight, for metals, is equivalent to 135 kil. 5 hect., and for merchandize, to 191 kil. 465 gram.; it is paid for up to and including 300 skep., or 40,605 kil.	1	0
And for every weight of 100 skep., or 19,146 kil., and above ...	0	16
All merchandize, such as alum, which pays the custom duty, by the weight, pay a duty for every species of merchandize, of	0	16
<i>Gauge Duty.</i> —Swedish and privileged vessels, per last	0	3
Non-privileged ditto	0	4
All vessels pay for the boat of the gauger	1	0
And the registering of the gauging at the custom-house	1	0
The certificate of gauging is paid by the privileged vessels	2	12
And by non-privileged ditto	2	24
<i>Stamped Paper for Gauging Certificate.</i> —This paper is paid for by Swedish and privileged vessels	0	24
And by non-privileged ditto	1	0
Foreign vessels must be gauged every year, but Swedish and Norwegian vessels once every ten years.		
<i>Muster Duty.</i> —At the sailors' office, privileged vessels pay per last	0	2
And non-privileged ditto	0	3
To the poor, by the captain	1	0
Ditto, by every master, steersman, gunner, and carpenter	0	24
Ditto, by every sailor and novice	0	12
Ditto, by every cook and cabin-boy	0	8
<i>To the Secretary of the Magistrate, for the Muster of the Crew.</i> —By privileged vessels	1	12
N.B.—If the crew, including the captain, exceed 11 men, upon the whole is added, for the muster duty	1	0
And if it exceeds 17 men, the duty is, besides the above	2	0
<i>Stamped Paper for Muster of the Crew.</i> —Privileged vessels pay it	0	16
Non-privileged ditto	0	32
<i>Stamped Paper for Certificate of Custom-house.</i> —Specification of cargo. Privileged vessels pay it	0	16
Non-privileged vessels	0	32
<i>Seal to the said Certificate.</i> —Is paid to the town, besides the above-mentioned duties, from	0	24
To	2	32
<i>Certificate of Measure.</i> —This document is necessary for the merchandize which is measured, as grain, salt, &c. and is paid separately by every exporter	0	32
<i>Broker's Tax.</i> —Tonnage upon vessels, from { Swedish ves.	4	0
1 last unto and including 30 lasts { Foreign do.	10	0

					<i>R.d. sk.</i>	
From 31 lasts unto and including 50 lasts.....					{ Swedish ves.	5 16
					{ Foreign do.	13 16
„ 51 „ do. 70 „					{ Swedish do.	6 32
					{ Foreign do.	16 32
„ 71 „ do. 100 „					{ Swedish do.	8 16
					{ Foreign do.	20 0
„ 101 „ do. 150 „					{ Swedish do.	10 0
					{ Foreign do.	23 16
„ 151 „ do. 200 „					{ Swedish do.	11 32
					{ Foreign do.	26 32
„ 201 „ do. 250 „					{ Swedish do.	13 16
					{ Foreign do.	30 0
„ 251 „ do. 300 „					{ Swedish do.	15 0
					{ Foreign do.	33 16
„ 301 „ and above.....					{ Swedish do.	16 32
					{ Foreign do.	33 16

At the office of Klippa, a place at the entrance of the river, where the verification of the papers of vessels and their cargo is made.—Tonnage upon vessels, from 1 last unto and including 20 lasts.....

From 21 lasts unto and including 30 lasts.....					{ Swedish ves.	1 0
					{ Foreign do.	2 0
„ 31 „ do. 50 „					{ Swedish do.	1 16
					{ Foreign do.	2 32
„ 51 „ do. 70 „					{ Swedish do.	1 32
					{ Foreign do.	3 16
„ 71 „ do. 100 „					{ Swedish do.	2 0
					{ Foreign do.	8 0
„ 101 „ and above.....					{ Swedish do.	2 24
					{ Foreign do.	5 0
					{ Swedish do.	3 0
					{ Foreign do.	6 0

This last tax, although imposed by the brokers, is not for them, but they transmit it to the custom officers of the government at Klippa.

To procure freights, and to prepare charter-party of a vessel, the brokers exact from the proprietors of the vessel, per last..... 0 8

Custom-house Guard, placed on board the Vessels.—For every hour exceeding the time fixed for loading and unloading of the vessel 0 8

Custom guard, for merchandize in magazine, per day..... 1 0

Packing of Freight.—For this, $\frac{3}{4}$ per cent. of the amount of the freight is paid.

In 1844, the Swedish Government repealed the import duty on coal into Sweden.

RIO DE JANEIRO,

The capital of Brazil, on the Atlantic, in lat. 22. 54. 15. S., lon. 43. 15. 50. W. The harbour of Rio is one of the finest in the world, both as respects capaciousness and security for all sorts of vessels. In coming from the N.E., it is usual to make Cape Frio, in lat. 23. 1. 18. S., lon. 42. 3.

19. W., being about four leagues nearly E. of Rio. The entrance to the harbour is marked by a remarkable hill, in the form of a sugar loaf, 900 feet high, close to its west side; while on the east, or opposite side of the bay, at the distance of about $1\frac{1}{2}$ mile, is the fort of Santa Cruz.

Entrance to the Harbour.—Vessels bound for Rio, coming from the N., should, after rounding Cape Frio, steer due W., keeping about three leagues from the coast, until they come within five or six miles of the *Ilha Raza*, or Flat Island, lying almost due S. from the mouth of the harbour, at the distance of about three leagues. A light-house, the lantern of which is said to be elevated nearly 300 feet above the level of the sea, was erected on this island in 1829. The light is a revolving one, finishing its revolution in three minutes, and exhibiting alternately a white and a red light. There is also a light-house in the fort of Santa Cruz, the light of which is fixed, and elevated about 50 feet above the level of the sea. Having got within five or six miles of the *Ilha Raza*, ships may enter, by day or by night. There are no pilots to be met with; and, as there are no hidden dangers of any kind, their services are not wanted. On entering, vessels must pass within hail of Fort Santa Cruz, to be ready to answer any questions that may be put to them. They then proceed to Fort Vilganhon, below or opposite to which they must bring to, or come to anchor, allowing no boats to come alongside but those of the government, until they have received *pratique*, when they will be permitted to proceed to the usual place of anchorage for the merchant shipping. The sea breeze generally sets in about 11 A.M., and lasts till about sun-set. It is strong enough to enable ships to overcome the ebb. High water at full, and change at two in the afternoon.

Franquia.—Vessels proceeding to Brazil, and when it is wished to dispose of their cargoes at different ports, must clear out for “Brazil and other ports,” or for “Pernambuco, Bahia, Rio de Janeiro, and other ports.” They are then entitled to the privileges of *Franquia*, and may land a part of their cargoes at one port, paying duties only on the goods so landed, and proceed with the remainder to other ports. But if they clear out for one port only, they are compelled to make a complete entry, and discharge the whole of the cargo. In proceeding from one Brazilian port to another, it is necessary that a bill of health should be taken from the local authorities of each port; and where any part of the cargo is landed, the same must be noted on the original manifest by the customs’ officer of the port.

Anchorage.—Foreign vessels pay, in all ports of the empire, 10 reis per ton per day, from the 5th day after their entry.

Light-house.—The light-house duty, 100 reis per ton, for all vessels over 40 tons departing from ports where there is a light-house. Vessels under 40 tons are exempted from this duty.

Port Duty.—On all vessels not crossing the bar at the harbour of Rio de Janeiro, the following charges are levied, viz.:—of three masts, 12,800 reis; of two masts, 9600 reis; and of one mast, 6400 reis.

Seal.—The duty is 40 reis for every written half-sheet.

Health.—Visit of the physician is fixed at 8200 reis; but in case the vessel is made to perform quarantine, then another sum of 8200 reis is payable on the admission of the vessel to free pratique.

Hospitals.—A vessel of three masts pays 6000 reis; brigs, corvettes, and

yachts, 4000; pinnaces, 2560; barks, 1280. Each one of the ship's company of vessels sailing for a foreign port pays 400 reis.

Usages of Merchants.—It is customary that the expense of landing and shipping a cargo on freight should be paid by the vessel, unless the contrary be stipulated in the bills of lading. When hard Spanish dollars are bargained for, in contracts of freight, they should be so expressed in the instrument of contract, to prevent dispute. Purchases of produce are paid for in cash, and sales are made on stipulated credits, but nominally for cash. If bills on London are sent out for the purchase of produce in Brazil, the credit must have the confirmation of the London house.

Anchorage Dues in Brazil Ports.—The anchorage dues fixed by law of 22d October, 1836, are now superseded by a tax of 3 rix-dollars per ton, payable, one-half on entering, and one-half on sailing, by all merchant vessels on foreign trading, with the following restrictions:—Ships arriving in ballast, and going away the same, will pay the old anchorage; if taking cargoes, they will pay half the present dues. Ships entering to get fresh provisions, or in “*Franquia*,” to try the market, but do not discharge, pay only the old anchorage. If they merely discharge part of cargo, pay only half of present dues. Ships entering under average or in distress, pay nothing if they do not discharge, or only discharge the necessary for repairing. Ships carrying colonists subject to some modifications. Ships entering three times in one year, only pay anchorage dues the first two voyages. The government is authorized to modify the impost, as soon as the treaty with Great Britain expires, as may seem most suitable for the encouragement of the national shipping trade to foreign ports, or to the whale fisheries. The anchorage dues on foreign shipping may not be increased.

Rates of Commission charged at Rio.— $2\frac{1}{2}$ per cent. for procuring or collecting freights; $2\frac{1}{2}$ per cent. on disbursements of vessels in common cases, with funds in hand; 5 per cent. on disbursements of vessels when funds are advanced, or in case of condemnation, or on vessels entering for repairs only; 1 per cent. on receiving and forwarding goods, and $2\frac{1}{2}$ per cent. on amount of responsibilities incurred thereon; 1 per cent. on receiving and paying money on which no other commission is derived; $\frac{1}{2}$ per cent. on purchase or sale of specie.

New Brazilian Tariff, to take effect 10th November, 1844.

The duties at present levied upon articles of British manufacture amount to about 21 per cent. *ad valorem*; but this principle of uniformity will not be followed in the new tariff, as may be seen by the following list of the chief articles of import from Great Britain:—

To be charged 24 per cent.—Woollen baize; flushings; ordinary linens and drills; sail cloth; and coffee bagging.

To be charged 30 per cent.—Worsted goods; flannels; woollen cloths; velveteens; Irish and French linens; fine linen; drill tapes; cassimeres; cotton, worsted, or woollen shawls; umbrellas; prints; blankets; ribbons; quiltings; nankeens; cambric handkerchiefs; silk handkerchiefs; cotton and linen threads; gloves; linen hosiery; woollen hosiery; silk hosiery; oil cloth; linen damask; ginghams; bed ticks; linen plattillas; brown holland; linen towelling; and blue baftaes.

To be charged 40 per cent.—Carpeting; Irish or French linens, mixed with cotton; cotton drills; French cambric, or its imitations; muslins;

castores (moleskins); coast goods (for the African trade); blue or yellow nankeens (real India); damask napkins; cotton handkerchiefs; madda-pollams; shirtings; cotton hosiery; jeans and satteens; jaconets and cambrics; domestics, plain or twilled; plattillas (cotton); braces; cotton towels; cotton shirts; under shirts; and drawers.

To be charged 50 per cent.—Embroidered muslins; hats; parasols; and ready-made clothes.

To be charged 60 per cent.—Stout coarse cottons, imitating Brazilian *Panos de custo*; and cotton coverlets.

The merchants and citizens of Brazils are very much wanting the tonnage duty of 30 reis per ton to be reduced to the former standard of 10 reis per ton.

Money, Weights and Measures.—All payments are made in paper money, which has been over-issued, and is excessively depreciated. But in ordinary cases, the par of exchange may now be assumed at about 31d. sterling per patriotic dollar, of 1620 reis paper. Weights and long measures are the same as those of Lisbon, the arroba being $32\frac{1}{2}$ lbs. avoirdupois; but measures of capacity are different, a medida being equal to .5954 Imperial gallons, and an alquière to 1.11 ditto.

PHILADELPHIA,

Formerly the capital, but now the second city of the United States of North America, in the State of Pennsylvania, between the Delaware and Schuylkill, about 6 miles above their confluence, 80 miles S.W. of New York, and 123 N.E. of Washington; lat. 39. 57. N., lon. 75. 10. 59. W. Population about 270,000. It is distinguished as a manufacturing city, and is inferior only to New York and Boston in the extent of its commerce. It has the advantage of a double port, that on the Schuylkill being the shallowest. The other port is on the Delaware, and has sufficient water for the largest merchantmen close to the quay, and is exclusively resorted to by large vessels and those on the foreign trade.

Harbour.—Vessels of the largest burthen ascend the river as far as Newcastle, but those drawing above 18 or 20 feet water cannot reach Philadelphia, on account of a bar a little below the city. The entrance to the magnificent bay formed by the embouchure of the Delaware, has Cape May on its north, and Cape Henlopen on its south side. The former in lat. 38. 57. N., lon. 75. 47. 45. W., is a sandy headland, rising about 12 feet above the level of the sea. It has recently been surmounted by a light-house, 60 feet in height. The light revolves once a minute; an eclipse of 50 seconds being succeeded by a brilliant flash of 10 seconds. It is seen in clear weather from 20 to 25 miles off. Cape Henlopen, marking the southern boundary of the bay, is in lat. 38. 47. N., lon. 75. 4. 45. W. A little south from it is a hill, elevated about 60 feet above the level of the sea; and on it is erected a light-house, 72 feet in height, furnished with a powerful *fixed* light, visible in clear weather 10 leagues off. To the N. of this principal light, and close to the extremity of the cape, a second light-house has been constructed, 36 feet above the level of the sea, which is also furnished with a *fixed* light, which may be seen at about 6 leagues off. The channel for large ships is between Cape Henlopen and the banks called the

Overfalls. The navigation is, however, a little difficult, and it is compulsory on ships to take pilots. The latter frequently board them at sea; but if not, as soon as a ship comes between the capes, she must hoist the signal for a pilot, and heave to as soon as one offers to come on board.

Harbour Regulations.—Vessels may occupy a vacant place at any wharf, after applying to the owner or agent for permission, and may continue there so long as necessary for the despatch of her business, subject to the directions of the port-warden. The harbour-master has the regulating and stationing of all vessels in the stream of the river Delaware, or at the wharfs, within the limits of the city, and for removing of vessels, so that vessels arriving from sea should have a reasonable opportunity to unload, and thus to secure them inside berths for six days at least. The harbour-master is entitled to a fee of 1 dollar on every vessel arriving at Philadelphia, excepting coasting vessels under 75 tons and steam-boats. A tonnage duty of 4 cents per ton must be paid to the port-wardens before the sailing of every vessel clearing for a foreign port, which sum goes towards improving the navigation of the Delaware.

Harbour Master's Fee.—One dollar per vessel per voyage. Vessels coasting, not exceeding 75 tons, excepted.

Rates of Pilotage.—Inwards, up to 12 feet, at 2·67 dollars per foot; above 12 feet, at 3·33 dollars. Outwards, up to 12 feet, at 2 dollars; above 12 feet, at 2·67 dollars.

Inwards.				Outwards.			
		D.	c.			D.	c.
5 feet is .	13	33	.	10	0	13	feet is .
5½ " .	14	67	.	11	0	13½ " .	35 33 .
6 " .	16	0	.	12	0	14 " .	37 0 .
6½ " .	17	33	.	13	0	14½ " .	38 67 .
7 " .	18	67	.	14	0	15 " .	39 33 .
7½ " .	20	0	.	15	0	15½ " .	40 0 .
8 " .	21	33	.	16	0	16 " .	41 67 .
8½ " .	22	67	.	17	0	16½ " .	42 0 .
9 " .	24	0	.	18	0	17 " .	43 67 .
9½ " .	25	33	.	19	0	17½ " .	44 33 .
10 " .	26	67	.	20	0	18 " .	45 0 .
10½ " .	28	0	.	21	0	18½ " .	46 67 .
11 " .	29	33	.	22	0	19 " .	47 33 .
11½ " .	30	67	.	23	0	19½ " .	48 0 .
12 " .	32	0	.	24	0	20 " .	49 67 .
12½ " .	33	67	.	25	33		50 33 .

Every vessel arriving from or bound to a foreign port is required by law to receive a pilot, or to pay half pilotage in the warden's office, where the master of every such vessel is required, under a penalty of 10 dollars, to make report within 36 hours after his arrival, and again before his departure, signing his name to said report in the warden's book.

All vessels obliged to receive a pilot are required to pay 10 dollars in addition, as winter pilotage, from the 20th of Nov. to the 10th of March inclusive.

Every pilot detained more than 24 hours by any master, owner, or consignee, is entitled to 2 dollars per day for every day he is so detained.

Every pilot detained more than 48 hours by the ice, after he has conducted his vessel to a place of safety, is entitled to 2 dollars per day.

Every pilot compelled to perform quarantine is entitled to 2 dollars per day, and cannot be discharged in less than six days, without his consent.

Every pilot obliged by the ice or stress of weather to proceed to another port, is, when there, entitled to his pilotage; and, if there discharged, to 8 cents a-mile for every mile he has to travel home.

Commission.—On procuring freight or chartering to proceed to another port, collecting freight or general average, and paying outfits or disbursements, each $2\frac{1}{2}$ per cent.

In Pennsylvania, the dollar is worth 7s. 6d. currency; so that £1 sterling is equal to £1 13s. 4d. currency.

Money, weights, and measures, same as at New York, see page 55.

KENNEBUNK

Is in the State of Maine, about equi-distant with Portland in Maine and Portsmouth in New Hampshire. It is a small place, and is seldom visited by foreign vessels. There is a sand bar at the entrance of the river, on which there are but 4 or 5 feet water at low water, and 13 to 14 feet at high water, spring tides. The entrance is between two piers; the river is narrow and crooked, and the access difficult for large vessels.

Pilotage.—Outward, 2 cents per ton register; inward, $1\frac{1}{2}$ cent. No other charges.

Money, weights, and measures, same as at New York, see page 55.

NINGPO (CHINA).

For tonnage duty, &c., see China, page 9.

REGULATIONS TO BE OBSERVED BY BRITISH VESSELS TRADING TO AND FROM NINGPO.

British Consulate, Ningpo, Jan. 1, 1844.

1. All British vessels entering the port of Ningpo must anchor at Chin-hai, and report themselves to the Mandarin stationed there for that purpose, waiting till they have been duly visited by that functionary, and searched, if he shall deem it expedient. N.B.—The following is the form of report required:—

I, A. B., Master of the ship C. D. of _____ of _____ tons burthen,
navigated by a crew of _____ men, now declare my intention of proceeding to
Ningpo, and request that I may be dispatched without delay.

Signed _____
On board Ship _____ Master Ship
day of _____ 184 .

2. British vessels, on arriving at Ningpo, will anchor as near to the Consulate (which will be at once known by the red ensign flying) as may be done without incommoding the ships already at anchor in the river, or the native junks. When practicable, a person will be sent on board, who will point out the proper place to bring up, but they must not on any account go higher up the river than abeam of the Consular flag-staff.

3. British vessels, on arrival at Ningpo, will have each a number given

them, which must be painted in large letters in white, English on both bows, and Chinese on both quarters, for greater facility of discrimination.

4. Masters of British vessels, on arrival at Ningpo, must give in a list *upon oath* of all persons that they may have on board. None of these may be left behind without exposing the said master to a heavy penalty, neither may the said master take away others than those in the original list without duly representing the same.

5. Masters and supercargoes of British vessels will be required at this Consulate to present a manifest of *all cargo* they may have brought within the mouth of this river, and to attest the same upon *oath*; and should they not discharge all their cargo, they will be required to show the balance of such cargo as should remain on board to the Chinese Custom-house officer whenever he may wish to inspect it.

6. British vessels will only be permitted to discharge or load at the place appointed by the authorities, on the northern bank of the river known by the Chinese name of Lee-kae Taou-tou, and between the hours of 8 in the morning and 4 in the afternoon; and any goods found landing or shipping from, or on board of, any British vessel at any other time or place, without special license having been granted for the same, such goods will be considered *contraband*, and as such will be liable to instant seizure; besides, the vessel landing or shipping off such goods in contravention of the regulations of the port, will expose herself to be severely fined for each irregularity.

7. Masters of British vessels will be careful not to let their people land at Chinhai more than is absolutely necessary for reporting the ship as she enters and leaves the mouth of the river, and on no account must they permit their people to land and ramble into the country while the vessel is on her passage between Chinhai and Ningpo, and *vice versa*.

8. Masters of British vessels, while lying in the Ningpo river, will be required to be exceedingly strict and attentive as to the degree of liberty they allow their men while in port. No more persons will be allowed to go on shore from each ship than what are absolutely necessary for the carrying on of the lawful business of the ship, without being first duly reported at this Consulate, and getting a special license, and such special licenses can only be granted when the men are under the care of an officer.

Let it be borne in mind that, for any damage done by sailors on shore, the ship will, in the first instance, be held responsible.

Let masters of vessels also beware of allowing samshoo to be brought alongside.

9. Masters and supercargoes of British vessels about to leave the port will be required to give at least forty-eight hours' notice before-hand, and to keep their Blue Peter flying for that time, that the same may be duly made known.

10. British vessels leaving the port will be required to exhibit their grand chop, or port clearance, to the mandarin stationed at Chinhai for that purpose; and must again submit to be searched should the mandarin express a wish to that effect.

11. Masters of British vessels leaving the port will be required to pay attention to the conduct and capabilities of those Chinese who offer themselves to pilot ships up and down the river, and they will be further required

to give an honest and true certificate under their hands of such conduct and capabilities, in order that, in the course of time, Consular licenses may be given to the most skilful. These certificates should state the name, age, and appearance of the individual.

12. Lastly, all masters and supercargoes of British vessels will be required to subscribe to these regulations before being permitted to discharge; and the undersigned will, in the event of any breach of them, reserve to himself the right of imposing penalties as the greater or lesser aggravations of the case may seem to call for.

(Signed) R. THOM,
H. M.'s Officiating Consul for Ningpo.

British Consulate, Ningpo, Jan. 16, 1844.

SIR,—I beg to wait upon you with a copy of certain regulations agreed upon between the high authorities of this place and myself, for the wholesome restriction and government of such British subjects as may resort to Ningpo for commercial or other purposes.

As the Chinese Government hold me, in the first instance, responsible for the good conduct of all my countrymen while here, you will at once perceive that, in my own defence, I am compelled to adopt the most stringent measures to repress everything that may be considered wrong or irregular, and I have accordingly to request that you will grant permission to no one under your command to repair to Ningpo, who is not thoroughly acquainted with, and prepared to subscribe to, the accompanying regulations.

I have the honour, &c.,

R. THOM,
H. M.'s Officiating Consul for Ningpo.

P.S.—I further enclose a copy of the regulations of the port as regards British merchant vessels, and will feel obliged by your making them as generally known as possible to all parties concerned.

HINTS TO BRITISH MERCHANTS RESORTING TO NINGPO FOR PURPOSE OF TRADING.

1. It must be borne in mind, that weights and measures differ widely in every part of China, and that, consequently, there is a great difference between those employed at Canton and those in use at Ningpo.

Many mistakes have already taken place in consequence, and to obviate such mistakes in future, the undersigned strongly recommends all British merchants having commercial dealings at this port, whether in buying or selling goods by weight or measure, or paying or receiving money by weight, to reduce every thing to custom-house standard; for which end the standard weights and measures of this Consulate will always be at the service of any merchant who may wish to adjust his own by them, or to have a similar set made.

2. British merchants are reminded that the Ningpo merchants are not men of the same established character and great means as the Hong merchants of Canton. Great care should therefore be taken when goods have been sold, to deliver them as per muster, and in good order and condition, before witnesses, lest the market falling, the purchaser should damage them, and say that he received them in that state, as a pretext to throw up his

bargain; and still more, in buying goods, every package should be most carefully examined before being removed from the seller's premises, in order to guard against false packing and other frauds which are very common in this part of the country.

3. There being no longer security-merchants to pay the debts and fulfil the engagements of those who are unfortunate, or of those who commit acts of fraud, British subjects are hereby cautioned against giving credit to any large amount. A barter trade will be found the best and safest in the end; and no matter what the sum may be, whether in making sales or purchases, British subjects are strongly recommended to exact a sale or purchase note (vulgarly called a Hong-chop), without which document, in the event of fraud or failure, the sufferer would find great difficulty to establish his claim in a Chinese Court of Law.

Lastly, while the undersigned has every wish to assist such of his countrymen as may be unhappily involved in losses from frauds or failures at Ningpo, yet, in justice to himself, he must insist on the transactions brought before him being not only in themselves perfectly *just* and *straightforward*, but moreover of such a tangible and *business-like* shape, that when he takes them up he may have some prospect of bringing them, if not always to a *satisfactory*, at least to an *intelligible* issue.

Respecting all cases that are not perfectly consistent with what is right and proper between man and man, as are all cases of mere suspicion without evidence, or where the British subject has been in part to blame in the first instance, or where, from carelessness and inattention, the circumstances have been allowed to become so complex as to require much explanation and unravelling, the undersigned must, for his own credit, decline to mix himself up in such transactions; and he has accordingly to request that British subjects will be careful in bringing cases of like nature before him.

(Signed)

R. THOM,

H. M.'s Officiating Consul for Ningpo.

British Consulate, Ningpo, 1st Jan., 1844.

(True Copy.)

RICHARD WOOSNAM.

TO BRITISH MERCHANTS, AND OTHERS, INTERESTED IN THE TRADE
OF NINGPO.

The undersigned has this day received an official communication from the Intendant of Circuit, in which his Excellency states that the three following shroff-shops are specially appointed to receive duties on behalf of foreign merchants, and that their receipts for the same will be considered as equally valid with those of his Excellency himself.

1. The Kew-an shroff-shop, of which the responsible person is Ye-kin-hung, in government employ.

2. The Yeun-ho shroff-shop, of which the responsible person is Chung-Kwang-Keen, having the literary title of Sang-yeun.

3. The Ken-ho shroff-shop, of which the responsible person is Ching-Suy-tan, in government employ.

Duties will be received in pure Sycee silver, 98 to 100 touch custom-house weight, with the addition of one tael two mace per hundred taels (1 t. 2. m. p. 100 t.) expenses for remelting, as at Canton; or if the duties

be paid in foreign money, the said foreign money will be put through the crucible and taken for just so much pure silver as it yields, with the addition of 1. r. 2. m. p. 100 taels for remelting, as above.

(Signed) R. THOM,

H. M.'s Officiating Consul for Ningpo.

British Consulate, Ningpo, Jan. 13, 1844.

(True Copy.)

RICHARD WOOSNAM.

ROTTERDAM

Is the second sea-port and city of Holland, situated on the north bank of the river Maas, where it is joined by the Rotte, 17 miles (direct distance) from its mouth, and 35 miles S.S.W. of Amsterdam. Rotterdam is in lat. 51. 55. 19. N., long. 4. 29. 14. E., and is more advantageously situated, in a commercial point of view, than any other town or city of Holland, and is easily accessible from sea by the largest class of merchantmen; and from her position on the principal embouchure of the Rhine, as well as of the Maas, she is the principal seat of the foreign trade of the countries which they traverse.

The following are the charges on a British vessel of 134 tons, English measure, or 140 Dutch, with cargo in and out:—

	G. c.		G. c.
Pilotage from sea to Helvoet	56 15	Brought forward	211 95
Bridge money	3 20	Permits to discharge in the	
Sealing of provisions, and list		river, and to load after sun-	
and town excise duty,.....	5 20	set, officers attending, &c.	5 0
Skeeds and planks	2 0	Stivadore and labourage	26 20
Endorsing lastage bill	0 60	Ballast	20 10
Lights and buoyage	20 51	Poor's box	1 50
Harbour dues	19 0	Postages and petties	5 94
Tonnage duty for the year—		Commissary for a pilot down	0 50
inwards, 140 tons, at 45 c.		Life-boat society	1 40
per ton; additional, 13 per		Canal dues, inwards	18 0
cent., 8 g. 19 c.	71 19	„ outwards	18 0
Ship's clearance at the Cus-		Clearance at Helvoet, out	8 0
tom-house	19 50	„ „ in	8 0
Officer's endorsement of ditto	1 80	Pilotage from Helvoet to town	37 0
Advertising for freight	3 20	„ into the haven	4 0
Manifests	3 0	Lastage bill and measuring	5 60
Sealing hatches, and guards		Tonnage duty, outwards	71 11
attending gin	3 0	Pilotage to Helvoet	46 50
Landwaiters endorsing cockets		„ from Helvoet to sea	56 15
of cargo	3 60		
			G544 95
Carry forward	211 95	Or about £45 8s. 3d.	

The commission on freight inwards is 2 to 2½ per cent., and for procuring freight outwards, 4 to 5 per cent., according to agreement.

Ballast is charged 89 c. per last.

The expenses on a British vessel, with cargo in and ballast out, are as follow :—

	G.	c.	£	s.	d.
Drawing 11 feet English, and of 107 tons Dutch M.	332	33	30	2	5
" 15 " "	387	" "	1250	74	103 5 0
" 18½ " "	457	" "	1640	50	136 15 0

The tonnage duty and the 13 per cent. on tonnage duty, chargeable the first voyage of any year, and payable only once a-year, outwards and inwards, viz. from January to December.

For observations on tonnage duty, see Amsterdam, p. 84.

Remarks.—The certificate of admeasurement is available for two years. All vessels entering or leaving the kingdom, by sea or through the waters termed *Wadden*, situated between the islands and the coast of Friesland, and of the province of Groningen, are subject to tonnage duty, according to their burden. The ton is estimated at one thousand Netherlands pounds.

Pilotage.—The pilotage is regulated in each port by a local tariff, for winter and summer, calculated according to the draught of water. Foreign vessels pay a surcharge which varies according to the ports; those of England, France, Norway, the United States of America, and some others, are specially exempted.

A vessel which, after the first departure from the port, re-enters by force of wind or other cause, in 24 hours, only pays half the pilotage.

The port of Rotterdam having more than one entrance, the pilotage for each varies; viz., by the passage of Helvoetsluys, and that of Brielle.

The pilotage of the Brielle, and that of Helvoetsluys, for a foreign ship, are as follow :—

	Fl.	c.	
Entering by the Brielle, . . .	61	15	
Departure by do. . . .	20	75	
Total,	81	90	= £6 16 6
Entering by Helvoetsluys, . . .	79	30	
Departure by do. . . .	21	10	
Total,	100	40	= £8 7 4

Putting into Port for Shelter, &c.—Vessels entering port in distress, or to repair damages, are exempt from the tonnage duty; and privileged vessels, assimilated to those of the Netherlands, are, in such case, exempt from all dues, other than those of pilotage, buoys, and declarations. Vessels putting into port to repair damages, are free to unload and reload merchandise, but not to sell the damaged goods without special authority. The customs dues are then regulated according to actual value, as verified by the sale price. Such vessels re-entering port before twenty-four hours are expired, are only obliged to pay half-pilotage duty.

Discharging Dues.—These are demands for the benefit of the collectors, of $1\frac{1}{2}$ and $\frac{1}{4}$ per cent. on the amount of collection, from 10 fl. to 100 fl. and upwards.

Quarantine.—Vessels arriving from the Mediterranean, when the government judges such precaution necessary, are alone subjected to quarantine and bills of health. The quarantine dues at the Amsterdam station is 3 fl.,

per visit, 1 fl. for each man of the crew, and 8 fl. 50 cents for certificates and inspection. These charges are somewhat higher in the southern ports.

Coasting Trade.—The coasting trade is permitted to vessels of all nations, or at least not prohibited; but strictly it applies to the coasting trade by sea, and not by the rivers or canals.

General Charges for Lights, Beacons and Buoys, on the Exterior Coasts of Holland.

By a decree of the 28th of March, 1836, it is ordered that all vessels, whether Dutch or foreign, into whatever port of the Netherlands they may enter, shall pay the following duties per ton, viz. :—

	Lights.	Beacons.
Vessels arriving from any port east of the Cape of Good Hope to Cape Horn, inwards,	C.	C.
Ditto, outwards,	4	12
Vessels arriving from the Cape of Good Hope, Africa, or America, entering,	2	3
Ditto, outwards,	3	5
Vessels from the Mediterranean, including Gibraltar and Canton, entering,	1	2½
Ditto, outwards,	2½	3½
Vessels arriving from Spain, France, United Kingdom, and the Channel, entering,	1	1½
Ditto, departing,	2	3
Vessels arriving from Greenland, and all countries north of Holland, entering,	0½	1
Ditto, outwards,	1½	2
Coasting vessels, inwards,	0½	1
Ditto, outwards,	0½	1
	1	1½

The space occupied by the machinery, &c., to be deducted on measuring the tonnage of steam-vessels. Vessels in ballast to pay half the above dues.

Ships of war, Dutch or foreign, are exempt from the above dues. Dutch fishing-vessels and pilot-boats are also exempted.

Interior light, buoy, and beacon duties are regulated by the same ordinance. These charges are minutely detailed for all the rivers, &c., and they are very moderate.

Interior Navigation of the Netherlands.

By a decree of August 8, 1833, the King of Holland approved the following new tariff of the duties of navigation, sluices, and bridge tolls, for the grand canal of North Holland, as proposed by a permanent commission of the syndicate of the sinking fund for liquidating the canal loan.

The sluice dues for vessels arriving from foreign countries are rated on the tonnage, and according to the distance of the port to the place of departure.

At each of the sluices, named William's, Purmerende, Zype, and Nieuw Diep, the duties during the night, that is to say, from half an hour after sunset, till half an hour before sunrise, the canal duties are double the amount indicated in the tariff, as well on entering as on departing; and during the day, the duties are as follow :—

ON ENTERING.

100 Tons and under. C. From 100 to 150 Tons. C. Above 150 Tons. C.

Vessels arriving from the East Indies and countries beyond the Cape of Good Hope, and from American ports beyond Cape Horn, or in the South Seas, per ton,	11	11½	½
Vessels arriving from the West Indies, and from all ports upon the east coast of North and South America, the islands included, and all the ports from the Cape of Good Hope to the Straits of Gibraltar, per ton,	9	9½	½
Vessels arriving from the ports and islands of the Mediterranean and the Levant, on both coasts down to Gibraltar, per ton,	7	7½	½
Vessels arriving from Gibraltar to the Straits of Dover, the Irish Channel, and from all parts situated on the west and north of Cape Trafalgar, per ton,	5	5½	½
Vessels arriving from the Straits of Dover and all other ports, besides those above-mentioned, situated on the North and Baltic Seas, per ton,	3	3½	½

ON DEPARTING.

Without regard to destination, per ton,	3	3½	½
-----------------------------------------	---	----	---

The foregoing duties are reduced one-half when vessels on entering are three parts loaded with wood for building, or with salt, and when only in ballast; and on departing, when vessels are in full ballast.

In such cases of reduction, the specification of cargo, &c., must be strictly verified.

The canal duties are acquitted for the four sluices, to the port commissary, on entering at the Nieuw Diep sluice; and on departing, to the commissary of William's sluice.

The certificate of payment, given to the shipmaster, must be presented by him to the commissary of the port, established at the last sluice.

Any vessel arriving at the entry of the canal, without having been formerly measured in the kingdom of the Netherlands, will have to be measured on paying the canal dues.

Vessels not entering the canal, but forwarding on the canal the whole or part of their cargoes by lighters, pay the dues for each lighter according to the legally-stated rates of tonnage. The tonnage and place whence such vessel cleared from, must be stated on the lighter's bill of lading, with the acquittal of the canal bridges and towing dues.

Vessels reputed as lighters are so employed by special permission of the officers of the customs and excise, to transport the cargoes of vessels arriving from the sea to the place of destination, or which, by a special permission, carry cargoes on board of vessels entered for sea.

Vessels not reputed lighters may carry merchandize destined to be forwarded after passing the customs, or which have on board merchandize destined to be exported by land. These vessels are classed in the category of vessels arriving as far as from the Straits of Dover, &c., and only pay, on passing the four sluices, the duties which apply to that category.

Vessels loaded for foreign countries, which come to break bulk, or to unload a part of their cargoes, or to make up a deficiency, pay only the sluice duties according to the circumstances of their loading.

Measures for Freightage, &c.—By the last, 8 oxhofs of wine; 5 pieces of gin; 14 barrels of herrings; 12 barrels of pitch; 13 barrels of tar; 4 casks of olive oil; 7 of whale oil; 20 cases of oranges; 4000 lbs. of rice; 3000 lbs. of almonds; 2000 lbs. of wool, &c. The last of wheat for freight is charged 10 per cent. higher than that of barley, and the latter 20 per cent. higher than oats.

Money, weights, and measures, same as Amsterdam. See p. 84.

RIGA,

A city of European Russia, the capital of Livonia, on the Duna, about nine miles from the sea, lat. 56. 56. 5. N., lon. 24. 0. 4. E. A light-house has been erected on Fort Comet, on the western side of the mouth of the river. It has two lights: the first, elevated about 104 feet (English) above the level of the sea, may be seen, under favourable circumstances, at the distance of four leagues; and the second, elevated about $24\frac{1}{2}$ feet, may be seen at the distance of $2\frac{1}{2}$ leagues. The bar at the mouth of the river has usually from 12 to 13 feet water; and vessels drawing more than this frequently load and unload part of their cargoes by means of lighters at Bolderaa, a small town on the west side of the river, near its mouth. There is a fairway beacon without the bar, in five fathoms water; and within, the channel is buoyed with black and white buoys; the black being left on the right or starboard side when entering, and the white on the larboard. Vessels bound for Riga take pilots at Bolderaa, who carry them to their anchorage. No ballast is allowed to be discharged, except at Poderague. Regulations as to clearing, &c. similar to those at Petersburg.

Charges on a British vessel of 173 tons register, with ballast in and cargo out, and cargo in and cargo out. The items of charges are never given at Riga:—

	R.	c.	£	s.	d.
Port charges (including pilotages) with ballast in,.....	167	73	26	14	0
Do. do. with 415 brls. herrings in, 181	0	28	12	2	
Address money, charged by consignee, in addition,....	21	0	3	6	8

The above dues do not include timber and screwing.

The variations in the channel at the entrance of the port of Riga and of the Düna River, and several important alterations in the landmarks which have been removed, render it requisite for the greater safety of vessels coming to this port, that the Signals published in 1829 should be revised; the rather, as several shipmasters have expressed a desire to have a more accurate description of the mouth of the river, and more exact information as to the precautionary measures that have been adopted.

INSTRUCTIONS FOR ASCERTAINING THE ACTUAL ROADSTEAD WHEN ENTERING THE PORT OF RIGA WITHOUT A PILOT.

The roadstead may be entered as follows:—Vessels coming from sea, as soon as the light-house, situated at the extremity of the pier at Fort Comet is visible, steer S.E. by S., standing steadily on that course, until the soundings give 12 or not less than 11 fathoms water. Good anchorage ground

will be found, if the following directions be carefully observed:—There is a long pole, secured in a depth of about 7 fathoms, with a triangle entwined with brushwood at the top, and indicates the entrance to the channel; when the three steeples in the town of Riga are seen, bearing S.S.E.

Note.—When the light-house and the steeples in the town are in a line, there is good bottom, and the vessel may come to anchor. But if the vessel does not draw much water, nor require to be lightened, she may, with a fair wind, passing either to the left or right of the triangle, sail straight into the river, steering in the same direction S.E. by S. When it nears the black and red buoys, the black buoys and poles must be to the left or east, and the red buoys and poles to the right or west. Late in autumn, when the buoys are removed, the channel is indicated on the left by poles surmounted by canvas flags or brushwood; and on the right by poles only.

But as not only the entrance to the mouth of the river varies every year, but also bends are formed in it, particular attention must be paid to the currents from the sea. Shipmasters should keep the buoys in view, and to enable them to ascertain whether the currents run eastward or westward, two small flags are hoisted on the light-house, announcing to shipmasters in or out of the roadstead the currents which prevail on the sea bar, or at the mouth of the river, as follow:—A dark blue flag with a white square in the centre, hoisted on the east or left side of the light-house, indicates that the current flows from the westward to the sea bar (Seegatt). A dark blue flag hoisted on the west or right side of the light-house—that the current flows from the east.

When the gale or violence of the wind prevents pilots from putting out, a telegraph is erected at the extreme point of the pier of Fort Comet, which indicates to shipmasters, when their vessels do not draw much water, the course by which they are to enter the river.

When there is no flag hoisted on this telegraph, vessels cannot enter the port, but must keep off from the shore, or remain at anchor in good anchorage ground in the roadstead, already mentioned. This is only necessary in stormy weather.

When stormy weather or contrary winds prevent the pilots from coming out, the large Russian flag will be hoisted on the telegraph, and will point out to shipmasters the course they must keep, as follows:—When the flag is inclined to the east or west, the vessel must keep her course on the side to which the flag is inclined, until the said flag is placed perpendicularly, when her further course must be directed by the compass.

The hoisting of the large Russian flag on the telegraph will also, when the sea is calm at the mouth of the river, indicate that the channel has 14 feet (English) of water; but as the channel is, as before observed, subject to frequent variations, the depth of water will be pointed out by black balls hoisted at the side of the telegraph, as follows:—

At Low Water—One ball hoisted on the west side of the telegraph, indicates 13 feet water. Two balls, 12 feet, and so on; each ball always indicating one foot less.

When the Water Rises—One ball hoisted on the east side of the telegraph, indicates one additional foot, that is to say, 15 feet. Two balls, 16 feet, and so on; each additional ball on this side indicating one foot more of water.

Shipmasters, when nearing the channel, are recommended to keep their vessels under as much sail as they can carry, as a strong current from the river generally prevails, and more particularly in spring and autumn.

The landmarks pointed out in the description of signals published in 1829, and which have been removed, being indispensably necessary to vessels entering the port, will be replaced as soon as circumstances will permit.

In bad weather, when the pilots cannot put out, and vessels, owing to their drawing too much water, are prevented from entering the river, in order to ensure their safety, a black flag will be hoisted on the signal mast, situated 150 feet W.N.W. of the light-house, and elevated 35 feet higher than that building, which indicates that the wind and the currents in the channel are such that no ship can approach the port.

A Russian merchant flag hoisted on the signal mast, indicates to shipmasters that they are advised to keep their vessels under sail, and not to approach the mouth of the river, if, on account of their drawing too much water, they cannot enter without discharging part of their cargo, or are likely to be exposed to danger by coming to anchor.

It is even dangerous to approach the mouth of the river during a strong N.E. wind, there being a considerable current within the buoys and poles, from S. by E. to E. by S. $\frac{1}{2}$ E. It is therefore more prudent to keep under sail and stand out to sea.

When a flag is hoisted at the fore-top-gallant-mast of a vessel arriving in the roadstead, it indicates that the shipmaster is desirous of ascertaining the depth of water on the bar or in the Seegatt.

Shipmasters entering the river in a gale, without anchor or pilots, and who cannot bring to in the vicinity of the Guard-ship, must do so where they will be least exposed to danger, after hoisting a weft, which will then indicate that immediate assistance is required.

From the 15th (27th) May to the 1st (13th) July none of the lamps of the light-houses in the Gulf of Riga will be lighted.

Every shipmaster coming from sea is particularly enjoined to anchor his vessel as near the Guard-ship as possible, which may be always easily recognised as a ship of war, having a triangular flag, colour dark blue.

Riga, 25th July (5th Aug.), 1842.

Money.—See Peterburgh, p. 41.

Weights and Measures.—The commercial pound is divided into 2 marcs, or 32 loths; and also into halves, quarters, &c. It contains 6,452 English grains. Hence 100 lbs. of Riga = 92.17 lbs. avoirdupois = 41.8 kilog. = 86.32 lbs. of Hamburg = 84.64 lbs. of Amsterdam. The lis-pound = 20 lbs.; the shippound = 20 lis-pounds. The loof is the measure for grain: 48 loofs = 1 last of wheat, barley, or linseed; 45 loofs = 1 last of rye; and 60 loofs = 1 last of oats, malt, or beans. According to Kelly, the loof = 1.9375 Winchester bushels; and, consequently, the last of wheat = 11.625 quarters. Nelkenbrecher does not value the loof quite so high as Kelly. The fuder, the measure for liquids, is divided into 6 ahms, 24 ankers, 120 quarts, or 720 stoofs. The anker = $10\frac{1}{2}$ English wine gallons. The foot of Riga = 10.79 English inches; the ell = 2 feet; the klafter = 6 feet.

PARANAGUA

Is situated on the south side of the gulph (improperly called bay) of the same name, within the west end of the isle of *Colinga*, $4\frac{1}{2}$ leagues from the entrance. The west end of the isle of *Colinga* is in lat. 25. 29. 50. S., long. 48. 27. 30. W. The fort on the bar is in lat. 25. 30. 14. S., long. 48. 17. 35. The Isle do Mel, or Honey Isle, marks the entrance of the Gulph of Paranagua, which is surrounded by forests. This gulph is a break of the land in all directions, within a circuit of five leagues, and is the receptacle of waters from several brooks and rivulets. The entrance is sheltered and divided into two passages, by the isle above mentioned; this isle is low, and has several hummocks on it, which at some distance resemble islets. To the northward of it are three islets, named the *Palmas*. The southern passage, obstructed by breakers, is not navigable; the northern admits brigs, many of which are built in the gulph or basin. In entering by the northern passage, you leave the *Palmas* on the starboard side; these may be known by the palm trees with which they are covered; but here a pilot for the interior navigation is indispensable.

The water which issues from the Gulph of Paranagua carries into the offing the alluvion of the country, which has sensibly reduced the depth, but there is nothing material to obstruct the navigation, and two leagues from the entrances there is found from 5 to 8 fathoms of water, with bottom of grey sand and mud.

The summit of the southern hummock of the Isle do Mel is in lat. 25. 32. 43., long. 48. 16. Variation of the compass, 7. E.

The following are the charges on a British vessel of 200 tons, with cargo in and out:—

	MR.	R.
Pilotage in, per agreement, $9\frac{1}{2}$ feet,	10	0
„ out, „ 14 „	16	0
„ within the bay, and mooring the vessel,	8	0
Anchorage and harbour dues, at 30 reis per ton per day, payable for the first 50 days, but not after,	423	910
Municipal dues,	9	720
One day's anchorage at fort (12 miles below)	10	0
Sundry petty expenses at the town, clearing,	4	0
Fresh water,	1	0

Exchange, 31d. per MR.—about £62 10s.

MR. 484 630

Money, weights, and measures, same as at Rio Janeiro, p. 166.

ROUEN,

One of the principal cities of France, admirably situated for commerce, on the north side of the noble river Seine, over which there is a bridge of boats and an elegant stone bridge. Rouen is 44 miles (direct distance) from the mouth of the Seine, and 67 miles north-west of Paris. Lat. 49. 26. 27. N., long. 1. 5. 59. E.

Navigation of the Seine.—The Seine at Rouen is about eleven metres in depth = thirty-six feet, and the tide flows up with sufficient depth to

this city for vessels of 250 to 300 tons burden. The navigation, however, from the mouth of the river, is difficult and often dangerous, owing to the shifting sand banks and numerous shoals off Quillebœuf, Caudebec, &c. and especially on account of the rocks near the former place. Were it not for these impediments, vessels of 400 tons might safely come up as far as Rouen.

The following are the charges on a British vessel of 60 tons register, with cargo in and out:—

	D.	c.
Pilotage from sea to Villequire, $9\frac{1}{2}$ feet	40	60
„ Villequire to La Milleraye	11	20
„ Milleraye to Rouen, $9\frac{1}{2}$ feet	6	35
Tracking horses (for dispatch)	28	50
Pilotage to sea, drawing 8 feet	20	0
Harbour master's fee	6	0
Custom-house report, and translating manifest	5	0
„ boatmen (bill of discharge)	9	0
„ duty, and measuring vessel	79	20
River and harbour dues	20	56
Sealing hatches	2	0
*One-half of steam tug up, F.222 50c.	111	25
Ballast, 26 tons put below cargo	20	0

Exchange, F.25 40c.—About £14.

F.359 66

Money, weights, and measures, see France, page 47.

• The merchant pays one-half in all cases, except when specially mentioned to the contrary.

RISTIGOUCHE (BAY OF CHALEUR).

Harbour Master's Fee.—Every ship or vessel (coasters excepted) the sum of 5s. above 50 tons and not exceeding 100 tons; and 10s. for all vessels above 100 tons, as harbour master's fees; which harbour master shall furnish copies of the regulations made for the respective harbours to the pilots appointed for such harbour, one copy of which regulations such pilots are hereby required to give to the master or commander of every vessel they may take in charge, for his information.

Ballast Berths.—The port wardens and harbour masters are to cause a buoy to be placed in the deep water immediately below the middle ground abreast of Dalhousie, where all vessels loading at Dalhousie are to discharge their ballast. At Point Le Garde, at the junction of the south channel with the main channel of Ristigouche. At Oak Point, above high water mark. At Ristigouche, the mouth of the south channel above the Traverse, where a buoy will be placed, of which all shipmasters will please take notice and govern themselves accordingly. Discharging ballast, free of charge.

Rates of Pilotage.

Inwards to Dalhousie, 4s. 6d.—Outwards, 3s. 6d. per foot.

„ Point Le Garde, 5s. 6d.—Outwards, 4s. 6d. per foot.

„ Ristigouche or Campbellton, 7s.—Outwards, 6s. per foot.

Jacquet River, 2s. 6d. in, and 2s. 6d. out; in the Sound, between Heron

RISTIGOUCHE.—PORT LOUIS.—APENRADE. 181

Island and the Main, up to the River Charlo, 3s. 6d. in, and 3s. 6d. out, per foot. For every day they may be detained on board by order of the Board of Health, under the Quarantine Law, 12s. 6d. per day.

Harbour Dues.— $\frac{3}{4}$ d. per register ton.

Depth of Water.—Vessels drawing 17 feet get up here, which is 17 miles above Dalhousie.

Money, weights, and measures, same as Great Britain.

PORT LOUIS,

The capital of the Mauritius, in lat. 20. 9. 56. S., lon. 57. 28. 41. E. It is situated at the bottom of a triangular bay, the entrance to which is rather difficult. Every vessel approaching the harbour must hoist her flag and fire two guns; if in the night, a light must be shown; when a pilot comes on board, and steers the ship to the entrance of the port. It is a very convenient port for careening and repairing; but provisions of all sorts are dear. In the hurricane months, the anchorage at Port Louis is not good; and it can then only accommodate a very few vessels. The houses are low, and are principally built of wood. The town and harbour are pretty strongly fortified. Almost all the foreign trade of the island is carried on here.

The following are the charges on a British vessel of 236 tons, with cargo in and out, drawing 14 feet in and 14 feet out:—

	D.	c.
Pilotage in and out, and port dues,.....	140	18
Police visits, 10d. 40c.; noting protest, 5d.,.....	15	40
Passport, 5d.; hospital bill, 28d. 50c.,.....	33	50
Landing and shipping gunpowder,.....	5	0
Lighterage, for landing part of cargo,.....	13	41

About £41 8s.

D.207 49

The pilotage inwards is the same as that outwards, and is about £3 each, which includes the use of warps, anchors, &c. There is now a steamer, but the charge is much the same.

Money, Weights, and Measures.—According to the regulations of government, the franc is deemed equal to 10d., and the Spanish dollar to 4s. 4d. The government accounts are kept in sterling money; but merchants, shopkeepers, &c., keep their accounts in dollars and cents, and dollars, livres, and sous. The measures and weights are those of France previous to the Revolution. 100 lbs. French = 108 lbs. English; the French foot is to the English foot as 100 to 93·89, but in practice they are supposed to be as 16 to 15. The velte = 1 gallon 7·8 pints English; but in commercial transactions it is always taken at 2 gallons.

APENRADE, OR ABENRADE,

A flourishing sea-port of Denmark, on the east coast of Sleswick, opposite to the north end of the island of Alsén. It is situated at the bottom of a spacious open bay or fiord of the same name, in the little Belt, lat. 55. 257. N., long. 9. 26. 38. E. The port is shallow, but is surrounded on three sides by high mountains, which render the harbour tolerably safe.

Charges on a British vessel of 104 tons register, with cargo in and ballast out :—

	Marks.	sch.
Pilotage from the bay or roads into the harbour, alongside the quay, drawing 11 feet,	8	0
*Tonnage and light duty inwards,	127	0
To 25 lasts or 50 tons ballast,	25	0

At 1s. 2d. each, is about £9 6s. 8d. 160 0

Labourers may be had to assist in loading or discharging at 1 mark 12 schillings, or 2s. per diem.

Money.—Accounts are kept here, as at Altona and Hamburgh, in marks and schillings.

Weights and measures, same as at Copenhagen, p. 110.

* For particulars of the tonnage duty of Denmark, see Altona, page 156. The tonnage duty at Altona is only 8 schillings per last from England.

CAEN,

A considerable town and sea-port of France, situated in an extensive valley, between two large meadows, at the confluence of the Odon with the Orne, about 8 miles from the embouchure of the latter, 30 miles S.W. of Havre, lat. 49. 11. 12. N., long. 0. 21. 38. W. The river Orne, which falls into the English channel, runs through the city, up to which, at high water, the tide brings up vessels of 160 tons, where they lie close to the quays, which are spacious. Great quantities of stone, clover seed, &c. are exported from Caen.

Charges on a British vessel of 42 tons, with cargo in and out :—

	F.	c.
Sea pass,	1	90
River dues,	12	95
Pilotage, inward,	12	0
„ outward,	16	50
Victualling bill,	1	50
Advices sent down to get pilots and drivers, ...	2	50
Horses,	18	0
Brokerage,	26	0
Certificate of clearing,	5	70
Declarations at the harbour-master's office, ...	0	50

About £3 17s. F.97 55

Money, weights, and measures, same as France.

ROSTOCK,

The principal city of the Grand Duchy of Mecklenburg Schwerin, on the Warnow, about nine miles above where it falls into the Baltic, lat. 54. N., long. 12. 12. E. A large fair for merchandize is annually held at Whitsuntide; and there are wool fairs at other seasons of the year.

The outport of Rostock is at Warnemunde, at the mouth of the Warnow. The depth of water at the latter varies from 10½ to 12 feet; but when the

west pier, now in the course of being constructed, is completed, it is expected that the depth of water will be from 12 to 14 feet. The depth of water in the river from Warnemunde up to Rostock is usually from 8 to 9 feet; so that vessels drawing more than this must be lightened to get up to the latter. Rostock has a good harbour and commodious quays.

The port charges on a vessel of 100 tons burthen are as follow :—

	PRIVILEGED.					NOT PRIVILEGED.				
	Old R.	sch.	£	s.	d.	Old R.	sch.	£	s.	d.
Inward, with cargo,	10	2	or	1	10	1	10	2	or	1
Outward, ditto,	23	44	„	3	11	10	32	6	„	4
Inward, in ballast,	12	6	„	1	16	4	12	6	„	1
Outward, ditto,	19	36	„	2	19	3	31	10	„	4
Ditto, without either.....	17	32	„	2	13	0	25	42	„	3

Duties.—These are extremely moderate. On most imported articles they amount to only 3 per cent. *ad valorem*. An export duty of about 5d. per quarter is charged on corn, and of about 4s. 8d. per hhd. on wine. Wool is not subject to any duty on export. Goods imported in vessels not privileged pay 50 per cent. additional on the above duties; that is, they pay $4\frac{1}{2}$ instead of 3 per cent. *ad valorem*.

Money.—At all the ports of Mecklenburg accounts are kept and reckoned in *new* rix dollars of 36 schillings, but the charges above are reckoned by the old rix dollar of 48 skillings. The old is worth 3s., the new 2s. $3\frac{3}{4}$ d.

Weights.—The commercial weights are the same as those of Hamburg, which see. P. 68.

Measures.—The Rostock foot = 11·38 English inches. The ell = 2 feet. The last contains 96 scheffels; the last used in the measuring of oats = $14\frac{1}{2}$ imperial quarters = 42 hectolitres; the last used in the measuring of other grain = 14 imperial quarters.

It is only when grain is looking up that British vessels are to be found in the ports of Mecklenburg.

PORT-AU-PRINCE,

The capital of Hayti, in lat. 18. 33. 42. N., lon. 72. 27. 11. W. It is situated on the west coast of the island, at the bottom of a large and deep gulph. The entrance to the harbour is between White Island and the southern shore. The depth of water varies from about 18 feet at ebb to about 21 feet at full tide. It is customary, but not compulsory, to employ a pilot in entering the harbour. They are always on the look-out. Ships moor head and stern, at from 100 to 500 yards from shore—loading and unloading by means of boats, as there are neither docks nor quays to assist these operations. The harbour is perfectly safe, except during hurricanes, which may be expected from August to November.

The charges on a British ship are as follow :—Tonnage duty 2 Spanish dollars per ton. The other charges are per vessel, and are in Haytian or currency dollars, viz., 12 dollars to each of the following officials :—Administrator, Commandante de Place, Commissaire de Guerre, Commandante de Porte, Director of Customs, Interpreter, Treasurer, and Doctor. Stamps for entering and clearing $16\frac{1}{2}$ Haytian dollars; Fountain tax, 20 do.; Pilotage, 2 do.

Currency or Haytian dollars, 1s. 6d. each; Spanish dollars, 4s. 6d. each.

The expenses on a British vessel of 200 tons would be :—

Tonnage duty, ex. 4s. 6d. per dollar,	£90	0	0
Other charges, 134½, at 1s. 6d.,	10	2	1

For port charges alone,.....£100 2 1

Money, Weights, and Measures.—The weight of the dollar is 216 grains; the $\frac{1}{2}$ and $\frac{1}{4}$ dollar being in proportion. But nearly half the weight of the coin consists of tin or other alloy; so that the value of the dollar does not exceed 1s. 6d. sterling. The weights in Hayti are divided as in avoirdupois and apothecaries' weight; but they are about 8 per cent. heavier than British weights. The measures are the same as those used in France. See page 47.

HAVRE, OR HAVRE DE GRACE,

A commercial and strongly-fortified sea-port town of France, on the English channel, near the mouth of the Seine, on its northern bank, lat. 49. 29. 14. N., long. 0. 6. 38. E. Havre is in fact the sea-port of Paris. The harbour, which is the best and most accessible on this part of the French coast, consists of three basins separated from each other, and from the outer port by four locks, capable of accommodating about 450 ships. A large body of water being retained by a sluice, and discharged at ebb tide, clears the entrance to the harbour, and prevents the accumulation of filth, sand, &c. Cape de la Heve, forming the northern extremity of the Seine, lies N.N.W. from Havre, distant about $2\frac{1}{2}$ miles. It is elevated 390 feet above the level of the sea, and is surmounted by two light-houses 50 feet high. These, which are 325 feet apart exhibit powerful fixed lights. There is also a brilliant harbour-light at the entrance to the port, on the extremity of the western jetty. Havre has two roadsteads. The great or outer road is about a league from the port, and rather more than half a league W.S.W. from Cape de la Heve; the little or inner road is about half a league from the port, and about three-fourths of a mile S.S.E. from Cape de la Heve. They are separated by the sand bank called Leclat; between which and the bank called *Les Hautes de la Rade* is the north-west passage to the port. The Hoc, or southern passage, lies between the last-mentioned bank and that of Amfar. In the great road there is from 6 to $7\frac{1}{2}$ fathoms at ebb; and in the little from 3 to $3\frac{1}{2}$. Large ships always lie in the former. The rise of the tide is from 22 to 27 feet; and by taking advantage of it, the largest class of merchantmen enter the port. The water in the harbour does not begin perceptibly to subside till about three hours after high water—a peculiarity ascribed to the current down the Seine across the entrance to the harbour being sufficiently powerful to dam up for a while the water in the latter. Large fleets, taking the advantage of this circumstance, are able to leave the port in a single tide, and get to sea, even though the wind should be unfavourable.

The Chamber of Commerce of Havre have recently published the following information and instructions for the use of masters of vessels frequenting the port :—

Five buoys have been moored in the shallows Ruvun, under the designation of the Banc de l'Eclat, and Hautes de la Rade.

These buoys are similar in form, but of different colours, viz. :—The first

to the northward is white ; the second white with a black top ; the third is black ; the fourth is black with a white top ; the fifth is red.

Vessels must always come to anchor at a distance of at least five cables' length outside the line of these buoys, which they may not pass without danger before one hour and a half prior to high water, or four hours after ebb ; and they must at all times pass at a distance of five cables' length from the black as well as from the red buoy, both of which are moored on the shallowest parts of these banks. Nevertheless, ships may at all hours of the tide frequent the north-western passage, comprised between Cape la Heve and the two northernmost buoys.

All vessels using the north-western passage, and bound into the inner roadstead (Petit Rade), must steer for the white buoy, the farthest north, and after leaving it a little distance on the starboard hand, should then stand towards the second white buoy, taking care never to come so close to the shore as altogether to lose sight of the lantern of the northernmost light-house on Cape La Heve. When the light of the north-western pier head bears by compass S.E. and the light-houses on the Heve bear by compass N.N.E., the ship may be brought to an anchor.

Besides the five buoys herein described, one of lesser dimensions has been moored on the shallows of the inner roadstead, at about five cables' length W.N.W. of the north-west pier head. Vessels of light draught of water coming to an anchor in that part of the road, should give this buoy an offing of at least one cable's length.

The entrance to this port is intricate and narrow, being formed between two *jettées*, and is much incommoded by an accumulation of sand, which it is necessary to clear away constantly ; great care is therefore requisite on the part of masters of vessels entering the port. The position of Havre, at the mouth of the Seine, and convenient advantages in the rise and fall of the tide, as well as various local circumstances, have all tended to render it a place of great commercial importance. It has three docks, namely, *Le Bassin de la Barre*, commenced in 1800 and finished in 1818 ; the *Bassin du Commerce ou d'Ingouville*, also finished in 1818, and the *King's* or the *Old Dock*, formed more than a century ago, and repaired and enlarged at various periods. These docks are capable of containing 400 large vessels, although usually there are not more than 150 to 200 in dock at the same time. A large dock for steam vessels is required ; the construction of one parallel to the *Bassin de la Barre* has been entertained, but local interests have interfered to prevent the construction of it.

There are, at Havre, five docks or yards for the purpose of building vessels ; these are immediately without the town, and near the shore. In them are constructed some of the best vessels owned by France.

PUBLIC CHARGES FOR WEIGHING AND MEASURING.

For Weighing.—Charge to the seller, 22 centimes per 100 kils. decime included. Buyer, 11 do. do.

For Measuring.—

		F.	c.
Coal, per 100 barrels or 100 hectolitres, heaped.....		6	0
Grain of all kinds, per 100 hectolitres, heaped.....		6	0
Potatoes, ditto, heaped.....		5	0
Apples, ditto, heaped.....		5	0

N

Dock and Buoy Dues, per tonnage admeasurement.

DESCRIPTION OF VESSELS.	Dock Dues.		Buoy Dues.
	Vessels afloat.	Vessels not afloat.	
	F. c.	F. c.	F. c.
French vessels, viz. fishing vessels,.....	0 30	0 0	0 0
„ passage boats between Havre, Honfleur, and Rouen,.....	0 30	0 0	0 0
„ coming down the river of 40 tons and upwards,.....	0 30	0 0	0 0
„ less than 40 tons,.....	0 30	0 15	0 0
„ engaged in the small coasting-trade of 40 tons and upwards, less than 40 tons,....	0 30	0 0	0 0
„ engaged in the great coasting-trade,.....	0 30	0 15	0 0
„ from the colonies,.....	0 75	0 37½	0 2½
„ from foreign ports in Europe—from Great Britain or her colonies in Europe,.....	0 75	0 37½	0 5
„ ditto other powers,.....	2 50	1 65	0 5
Spanish, Mecklenburg, and Venezuelan vessels pay as French vessels.	0 75	0 37½	0 5
American vessels from British ports or colonies in Europe,.....	2 50	1 65	0 5
„ from other ports,.....	0 75	0 37½	0 5
Mexican vessels as the above.			
Brazilian ditto from British ports or colonies in Europe,.....	2 50	1 65	0 5
„ from other ports,.....	2 12½	1 40½	0 5
English vessels from British ports or from British possessions in Europe,.....	2 50	1 65	0 5
„ from other ports in ballast,....	0 75	0 37½	0 10
„ „ „ laden,.....	2 50	1 65	0 0
Other foreign vessels, from whatever ports,.....	2 50	1 65	0 10
„ of flags, entirely laden with fir timber, for half month, plus the decime,.....	0 37½	0 18½	} 0 10
„ for 1st two months, per month,....	0 75	0 37½	
„ for 3 or 4 months, per month,....	0 37½	0 18½	
„ for 5 months, and during the remainder of ship's stay, per month,....	0 18½	0 9½	

The pilotage, light duty, custom-house and officers' fees, and other charges, are trifling at Havre. The brokerage fees vary; if in ballast, one-half franc per ton; if with cargo out on ship's account, or per charter, one franc per ton; and if laden in freight or by the brokers, one and a-half franc per ton.

Money, weights, and measures, same as France, p. 47.

WISMAR,

The second sea-port town of Mecklenburg, at the confluence of the river Stor with the sea, in lat. 53. 49. 25. N., lon. 11. 36. 15. E. The harbour of Wismar is commodious and safe, being nearly land-locked by the islands of Poel and Walfisch. Close to the town there is from 8 to $8\frac{1}{2}$ feet water; in the inner roads there is from 12 to 13 feet; and in the outer from 16 to 20 feet water. The port charges on a native or privileged vessel of 100 tons amount to about 30 rix-dollars. The articles of import and export are the same at Wismar as at Rostock; but owing to the proximity of Lubeck, from which Wismar is not more than 27 miles distant, her foreign trade is comparatively limited. About 35 ships, of the burden of 4800 tons, belong to this port. The duties at Wismar are somewhat higher than at Rostock, being $4\frac{1}{2}$ per cent. *ad valorem* on colonial products, and from 4d. to 8d. per quarter on corn exported. It is believed, however, that they will shortly be reduced to the Rostock level.

Money, weights, and measures, same as at Rostock, p. 183.

KIEL,

The principal sea-port on the north shore of the duchy of Holstein in Denmark, is situated at the bottom of a beautiful bay, in lat. 54. 19. 43. N., long. 10. 8. 18. E. Kiel is a thriving and stirring place, and, since 1834, it has been the seat of government and supreme court of appeal for the duchies of Holstein, Sleswick, and Lauenburg. The manufactories are extensive. The harbour is very safe, and has water for the largest class of merchantmen. A considerable trade in ship-building is carried on. Packet-boats sail regularly for the Danish capital. The Holstein canal forms a navigable communication between the Eyder and the Baltic, and unites with the latter two miles from the town. There are four annual fairs; the principal is held in January. The harbour is so good and easy of access, that vessels generally do not require pilots. The tonnage duty on a vessel from England is 64 skillings per last, or 9d. per ton. See Altona, page 156, for the tonnage duty of Denmark. Ballast may be had for 7d. per ton.

Every British merchant vessel is liable to the payment of duty, when on her voyage she passes the Custom-house line. *In the Sound*, it is an imaginary line drawn between the flag battery of Cronborg Castle and the northern point of Helsingborg in Sweden; *in the Large Belt*, it is a line between Halskow in Zealand and Knudshoved in Funen; and, *in the Little Belt*, a line between Strib in Funen and the Old Ferry Bridge at FredERICA in Jutland. Vessels in distress are excepted, and are exempt from all clearance and charges. Vessels calling for orders, and not loading or unloading, are subject to pay only lights and customs fees inwards. Vessels having a pendant, and reporting to have merchandize on board, although liable to duty upon the rated articles of their cargo as heretofore, are exempt from lights and customs fees.

The Searcher's fee for British vessels with cargo, or without any clearance or victualling bill, if in ballast, is 1 specie dollar 6 stivers.

If in ballast, with proper clearance, no charge is made.

The Interpreter's fee of the Oresound customs for rendering a detailed account of the Sound dues is, 32 stivers for any number of bills of lading

not exceeding four ; for each bill of lading exceeding that number, 4 stivers. Where no bills of lading are on board, he is allowed to charge for six cockets, 32 stivers ; and for each cocket over and above, 4 stivers. Vessels laden with coal, or in ballast, 12 stivers. British vessels proceeding from the following countries are exempt from the interpreter's fee, and pay only 8 stivers for a copy of their pass, where they require to have the same returned, viz. :—from Denmark, Norway, Sweden, Prussia, Finland (with the exception of Wyburg and Fredericksham), from the Baltic provinces of Russia (except Petersburg and Narva), and from Mecklenburg, except Rostock.

The Director of Customs' fee is 24 stivers ; to the four Cameriers, 1 specie dollar ; the Keeper of the Seal and Cashier, including pass money, 1 specie dollar, 10 stivers ; two extra messengers, 8 stivers ; to the guard-ship, 6 stivers ;—making 3 specie dollars for customs fees, to be charged in one sum, on vessels above 40 tons. Vessels below 40 tons, 2 specie dollars. Vessels clearing on Sundays, or holidays, or after office hours, 1 specie dollar for extra poor money. The light money payable at the Sound and Belts is, for vessels above 40 tons in ballast, 2 specie dollars per keel each time of passing ; vessels in ballast, and under 40 tons, 1½ specie dollar.

A British vessel laden with bricks or tiles, or with a quantity of goods under 6 lasts or 12 tons, is considered in ballast, and pays lights accordingly. The pleasure yacht squadrons of England are exempt from light money and clearing charges at the Sound and Belts, on proper proof to the satisfaction of the customs. If the Danish government, in compliance with the petitions of British shipmasters, consent to establish the following lights, viz. :—

1. A light-house of suitable elevation on the N.W. point of Jutland, at a place called the Holmen.

2. A floating light on the reef, extending in an eastern direction from the island of Anholt, and denominated the “Knoben ;” and if the Danish government, moreover comes to an understanding with that of Sweden to the effect that—

3. The present coal light on Falsterbo be either changed into an efficient lamp light, or that a floating light be stationed outside the reef, at a place conveniently situated, the present rate of light dues of two specie dollars upon a vessel in ballast, and four specie dollars upon a vessel with cargo (stipulated by the Treaty of the 12th of February, 1647), is to be augmented, in order to cover the additional expense thus to be incurred, which is to be effected in such proportion that all British merchant vessels of the burden of 40 tons register and upwards, when in ballast, are henceforth to contribute *two specie dollars and a quarter*, and when laden with cargo, *four specie dollars and a half* each time they are passing the Sound or the two Belts.

The duties, light money, fees, and other duties at the Sound, and in the two Belts, are henceforth to be levied and paid in specie rix dollars of 48 stivers. It is, however, understood that the notes issued by the Danish National Bank are to be received in payment at the current exchange.

PENALTIES.

1. For making a false entry of the quantity or quality of the cargo and

for running the ships past the custom-house (except in cases of distress) with a manifest intention of defrauding the revenue of the Sound, a penalty is to be imposed adequate to the degree of culpability of the party, that is to say, over and above the lawful duty, a sum in the worst case not exceeding double the amount of which the revenue was intended to be so defrauded.

2. When shipmasters are bound to Copenhagen, and sail thither, without having previously cleared the Sound duty, although they send their papers down to Elsinore for clearance, they are liable to a penalty of two specie dollars and a half.

3. A fine of one specie dollar is payable where the ship's papers are forwarded to Elsinore for despatch, previously to the vessel's arrival from the southward, or when the papers are brought on shore by any other person than the master, mate, or supercargo.

There is no duty on coal, grindstones, chalk, &c.

The Sound expenses not mentioned above are chiefly for the boat hire, from 9 to 20 rix bank dollars, or per agreement; and a few other very trifling or incidental charges.

Quarantine Regulations.—The position of Elsinore has rendered it the point of quarantine examination for all the ports within it and of the Baltic, and a "Sound pass" may be considered equal to a clean bill of health. The station for vessels which are subjected to quarantine, is Kensoë, near Gottenburg. The short quarantine of four days' observation is, however, allowed to be performed in the roadstead of Elsinore.

The quarantine charges are :—

	R. b. d. skg.
For first visit,	5 0
„ sanitary guard,	5 0
„ the quarantine boat,	13 0
„ per centage of one-twelfth to administration,	1 8
„ purification charge,	2 72
„ quarantine flag,	3 0
„ <i>free pratique</i> charge,	2 0
Total,	31 80 = £3 11s. 7½d.

Bill of health, 1 rix bank dollar (2s. 3d.) for each man of the crew.

No vessels destined for Danish ports are subjected to quarantine at Elsinore.

Vessels from the north of Europe, including all the Baltic ports—from England—and from the west coast of France, are also exempt from quarantine at Elsinore.

Vessels from all other countries are liable.

For the Sound pilotage, money, weights, and measures, see Elsinour, p. 75, or Copenhagen, p. 110.

FLENSBORG,

A sea-port town of Denmark, capital of a bailiwick, on the east coast of Sleswick, at the bottom of a deep fiord or bay, 19 miles N.N.W. Sleswick, lat. 54. 47. 14. N., long. 9. 27. E. It is ancient, well built, clean, and thriving. The harbour has water sufficient to float the largest ships. There are sugar-houses and distilleries, with manufactures of cloth, cotton, paper,

soap, tobacco, &c. ; but it is chiefly celebrated for the tiles made in its immediate vicinity, of which large quantities are exported. About 250 to 260 vessels belong to, and several are built at the port.

The charges on a British vessel with cargo in and ballast out, or *vice versa*, would be, for a vessel of 104 tons and drawing 8 feet, 185 marks 12 schillings, or about £10 16s. 8d. This includes pilotage, tonnage duty,* light duty, buoys, and boat into harbour with three men. The discharging of 50 tons ballast cost 18 marks, or £1 1s., making the whole £11 17s. 8d.

Money.—Accounts are kept in marks and schillings, as at Hamburgh.

Weights and measures, same as Copenhagen, p. 110.

* For the particulars of this duty, see Altona, page 156.

SYRA,

One of the islands of the Greek Archipelago, in the group called the Northern Cyclades—its port, on the east side of the island, being in lat. 37. 26. 30. N., lon. 24. 55. E. The convenience and excellence of its port, and its central situation, have made it a considerable commercial *entrepôt*. Most part of the trade that formerly centred at Scio is now carried on here, and the island has not only received numerous immigrants from that island, but also from many other parts of Greece. Great Britain and most European powers have consuls in Syra. It is also the principal seat of the Protestant missionaries to the Levant.

Ships can go into the harbour of Syra without a pilot, but should a pilot be required and a proper signal made, the charge for taking the ship into the harbour will be 22s. sterling for all vessels.

Charges for any Vessel.—Established in 1842.

	£	s.	d.	Drag.
When the pilot is required	1	2	0	or 30
To the boat of visit	0	4	4	„ 6
To the examination and pratique	0	4	4	„ 6
To mooring the vessel	0	8	8	„ 12
For attendance per day	0	2	2	„ 3
For the clearance	0	1	6	„ 2
To the custom-house clerk	0	4	4	„ 6
Lighters, per day, paid by the ship, unless it be mentioned otherwise in the charter party ...	0	4	4	„ 6
Labourers per day	0	2	2	„ 3
	£2	13	10	D.74

Greek Government Dues on a Vessel of 200 tons register.

	Drach.	Lep.
Government dues	35	46
Clearance	2	0
Bill of health	12	0

Exchange, 29 d. 12 l. = £1 sterling. D.49 46
 Money, weights, and measures, same as Patras.

ST. JOHN'S (N.B.),

A considerable city and sea-port of New Brunswick, situated on its south coast, and near the mouth of the river St. John (or the long river), on its north side. It is the principal river of New Brunswick, and is the finest in British America, the St. Lawrence alone excepted. The river falls into the Bay of Fundy, in lat. 45. 20. N., long. 66. 3. W., and is 130 miles W.S.W. of Halifax. The harbour of St. John's is commodious and spacious, and though a bar across its entrance dries at low water, the rise of the tides is such (from 25 to 30 feet) that large vessels enter the port at high water. The entrance to the harbour is between a bold head land, bounding the river to the east, and Partridge Island, about two miles south of the town, on which there is a light-house and fort. St. John's is a free port, and is the great emporium of New Brunswick. Besides St. John's, Carleton (opposite), Gagetown, and Fredericktown (90 miles above St. John's), there is no place on the banks of the river of any consequence.

Pilotage.—First distance, from Partridge Island to Musquash Head, 5s. per foot; from Musquash Head to Point Lepreaux, 6s. 3d.; from Point Lepreaux to north head of Grand Manan, 7s. 6d.; from north head of Grand Manan to Machias Seal Island, 8s. 9d.; and anywhere outside the above-mentioned distances, 10s. per foot. The 5s. is the regular pilotage in and the same out, which must be paid if a pilot offers, whether he is taken on board or not. The former is called distance money, and need not be paid unless a pilot is requested.

Harbour Master's Fee.—Vessels of 100 tons and under 150, 6s. 3d.; 150 and under 200, 7s. 6d.; 200 and under 300, 10s.; 300 and under 400, 12s. 6d.; 400 and upwards, 15s.

Corporation Anchorage.—Vessels of 100 tons to 150, 6s. 3d.; 150 to 200, 7s. 6d.; 200 to 250, 8s. 9d.; 250 to 300, 10s.; and upwards in like proportion.

Wharfage.—Vessels of 100 tons to 150, 3s. 6d. per diem; above 150 to 200, 5s.; above 200 to 300, 7s. 6d.; above 300 to 400, 10s.; upwards of 400, 12s. per diem. The above is Halifax currency.

Money, weights, and measures, same as Great Britain.

TAGANROG,

A considerable mercantile city of European Russia, on the north coast of the sea of Azof, near the mouth of the river Don, in lat. 47. 12. 48. N., long. 38. 39. E. It has a naval hospital, lazaretto, &c. It was intended by its illustrious founder, Peter the Great, that Taganrog should replace Azof, the ancient emporium of the Don, the port of which had become all but inaccessible. The principal exports are corn (particularly wheat); cordage, tallow, &c. The largest portion of the trade is carried on with Constantinople, Smyrna, and other Turkish ports; also with the Italian and other foreign ports; and there is a considerable coasting trade with Odessa and other Russian ports. The gulph of the Don is seldom navigable for vessels drawing more than 8 to 9 feet, and even these cannot approach within less than about 700 yards of the town. Vessels are principally loaded by means of carts drawn by horses. The expense is by that means very great, so much so that every chetwert, or 6 bushels of wheat, costs 120 to 150 co-

pecks, or 4s. to 4s. 9d. for loading. To obviate these circumstances, it has been proposed to make Kertsch, on the east coast of the Straits of Yenikalé, a depôt for the produce of the sea of Azof, the latter being much easier of access for foreign-going ships. The coasters that now bring down the products of the basin of the Don from Nakhitchevan and Rostoff to Taganrog, would be able to bring them direct to Kertsch, where they might be landed and shipped with much greater facility, and less expense.

Sea of Azof.—The navigation of this sea is impeded by numerous shoals, and can neither be entered or safely navigated by vessels drawing more than 11 or 12 feet water. Its greatest depth in the middle is about 7 fathoms; but it shoals gradually to the sides, and at Taganrog there is only from 9 to 10 feet water. Its depth is, however, materially affected by the direction and strength of the winds. The only entrance to this sea is by the Straits of Yenikalé, a narrow and difficult passage, having in some places not more than 13 feet water. Owing to the great quantity of fresh water poured into the sea of Azof, and its limited magnitude, its water is brackish merely. It is unnavigable from November to April, during the greater part of which time it is generally frozen over.

Charges on a vessel of 200 tons, bound to Taganrog. At Kertsch no pilot is required :—

	R.	c.
Anchorage at Kertsch,	73	60
Declaration of effects,	10	80
Quarantine guards,	37	50
Presents to captain of the port, doctor, &c.,	28	0
Captain of first guard ship; do. second do., 5 roubles each, ...	10	0
Priest, for administering oath,	1	0
Commissaries, for smoking ship,	11	0

About £7 15s.

R.171 90

The above dues are payable at Kertsch on every vessel proceeding to Taganrog.

Discharging ballast at Kertsch is very tedious; it has to be brought from the vessel about two miles, in the ship's boat, and carried in baskets by the crew to any place appointed for its reception, at the discretion of the harbour-master.

	R.	c.
Captain of guard ship, entry,	5	0
" " clearing,	5	0
British Consul,	27	50
Tonnage duty and clearance,	148	0
Pilotage up and down (optional),	83	60
Clearing at the guard ship at Kertsch, on passing down,	5	0

Or about £9 8s.

R.274 10

Vessels bound for Taganrog should be at Kertsch before the 1st of August, as they have to lie at the latter place 30 days in quarantine before they can enter the sea of Azof. The wind in the fall generally blows down the gulph of Azof, which makes the passage to Taganrog very tedious. Ships drawing more than 12½ or 13 feet will have to lighten before they

can pass from Kertsch into the sea of Azof, and they cannot go nearer to the town of Taganrog than 12 or 15 miles. Ships must leave the sea of Azof on the first appearance of the ice setting in, whether they be loaded or not. Should a vessel be lost in the ice, at such a distance from the land as they are obliged to lie, there would be very little chance of the crew getting safe to land. It begins to freeze at Taganrog about the beginning of November, and the ice generally disappears about the beginning of April.

Money, weights, and measures, same as at Petersburg, p. 41.

SYDNEY (N.S.W.),

The capital of New South Wales, and of the British settlements in New Holland, or Australia, on a cove on the south side of Port Jackson, about 7 miles from its mouth, lat. 33. 55. S., long. 150. 10. E. The water is of sufficient depth to allow the largest ships to come close to the shore. The inlet or harbour, denominated Port Jackson, is one of the finest natural basins in the world. It stretches about 15 miles into the country, and has numerous creeks and bays; the anchorage is everywhere excellent, and ships are protected from every wind. The entrance to this noble bay is between two gigantic cliffs not quite two miles apart. On the most southerly, in lat. 33. 51. 30. S., long. 151. 16. 30. E., is a light-house, the lantern of which is elevated 67 feet above the ground, and about 345 above the sea.

Pilotage Rates, payable to licensed pilots on ships and vessels from and to a distance of two leagues out to sea, *into and out of any port or harbour in New South Wales*, for which a pilot shall be appointed; vessels registered in Sydney, not exceeding 50 tons, or while employed in the coasting trade from one part of New South Wales to another, and steam vessels while so employed, excepted, unless the assistance of a pilot be required and received.

For every vessel drawing	£	s.	d.	For every vessel drawing	£	s.	d.
7 feet or under.....	4	0	0	15 feet and under 16 feet,	7	10	0
8 „ and under 9 feet,	4	5	0	16 „ „ 17 „	8	0	0
9 „ „ 10 „	4	10	0	17 „ „ 18 „	8	10	0
10 „ „ 11 „	5	0	0	18 „ „ 19 „	9	0	0
11 „ „ 12 „	5	10	0	19 „ „ 20 „	9	10	0
12 „ „ 13 „	6	0	0	20 „ „ 21 „	10	0	0
13 „ „ 14 „	6	10	0	21 „ „ 22 „	11	0	0
14 „ „ 15 „	7	0	0	22 „ „ 23 „	12	0	0

Harbour Dues and Charges, payable to the harbour master, for reⁿ-pairing on board and appointing the place of anchorage of ships and vessel^s entering any port or harbour in New South Wales; or for the removal of the same from one place of anchorage or mooring to another, not being for the purpose of leaving the port. Vessels registered in Sydney, under 50 tons, or while employed in the coasting trade from one port of New South Wales to another, excepted:—

	£	s.	d.		£	s.	d.
Vessels under 100 tons,...	0	5	0	300 and under 400 tons,	1	0	0
100 tons and under 200...	0	10	0	400 „ 500 „	1	5	0
200 „ „ 300...	0	15	0	500 tons and upwards,...	1	10	0

Customs Charges, payable to the collector or other officer of customs, for the entry inwards, or clearance outwards, of ships and vessels at any port or harbour of New South Wales, where an officer of customs is stationed, vessels under 50 tons, registered in Sydney, excepted, viz. :—

	Entry.			Clearance.		
	£	s.	d.	£	s.	d.
For every steam vessel employed in the coasting trade, from one port of New South Wales to another	0	1	3	0	1	3
For every vessel registered in Sydney, and so employed, if above 50 and not exceeding 100 tons.....	0	4	0	0	4	0
For every vessel, so employed, if above 100 tons.....	0	10	0	0	10	0
For every other ship or vessel	0	15	0	0	15	0

Light-house Dues, payable to the collector of customs, Sydney, on ships and vessels above 50 tons, arriving in Port Jackson, towards the maintenance of the light-house at the entrance thereof, viz. :—

On every ship or vessel above 50 and not exceeding 100 tons, employed in the coasting trade from one port of New South Wales to another	£0	2	0
On every steam vessel, per ton register measurement.....	0	0	0 $\frac{1}{4}$
On every other ship or vessel, „ „ „	0	0	2

Wharfage Rates, payable to the collector of customs, on articles landed at the Government Wharf, Sydney :—

	s.	d.		s.	d.
For every Tun or butt,	2	0	For every Dozen of oars,	0	2
Pipe or puncheon,	1	0	100 deals,	2	6
Hogshead,	0	9	100 staves,	1	0
Barrel,	0	6	Dozen of spades and shovels,	1	0
Cask or keg of smaller size,	0	3	Ton of iron, steel, lead or other metal, including shot,	2	6
Crate, cask, or case of hardware, earthenware, or iron-mongery,	0	9	Ton of salt,	1	6
Bale, case, or box, not exceeding $\frac{1}{2}$ ton measurement,	0	6	Ton of flax,	1	0
Ditto, exceeding $\frac{1}{2}$ ton,	1	0	Ton of cordage,	2	6
Chest of tea,	0	3	Ton of potatoes,	1	6
$\frac{1}{2}$ chest or box of tea,	0	1 $\frac{1}{2}$	Bottle of paint, oil, or turpentine,	0	2
Bag of sugar,	0	1 $\frac{1}{2}$	Millstone,	2	0
Bag of coffee,	0	1 $\frac{1}{2}$	Four-wheeled carriage,	5	0
Package of rice,	0	1 $\frac{1}{2}$	Two-wheeled carriage,	3	0
Basket of tobacco,	0	3	Small package not otherwise enumerated,	0	3
Bag of hops,	1	0	Ton of heavy goods, not otherwise enumerated,	2	6
Pocket of hops,	0	6			
Bushel of grain,	0	1			

Commission.—On ship's disbursements, 5 per cent. On entering and clearing ships at the custom-house, each 1 guinea.

Money, Weights, and Measures.—Accounts are kept in sterling money; but Spanish dollars are most abundant. They pass current at 5s. each. The weights and measures are the same as those of England.

ST. JOHN'S,

The capital of the island of Newfoundland, situated on its east coast, and at the inner end of an excellent harbour, lat. 47. 32. N., long. 52. 29. W.; the narrow entrance to which has 12 fathoms depth of water in the centre of the channel. It is protected by several strong batteries and forts. There is a light-house on a rock at the north side of its entrance. The town extends along nearly the whole of the north side of the port. Provisions and other commodities are dearer here than on the American continent. The following are the only charges on vessels here, viz.:—Pilotage in or out, $3\frac{1}{2}$ d. per ton register; lights, 3d. per ton register.

Money, weights, and measures, same as Great Britain.

CAGLIARI,

The capital of Sardinia, on the north-east shore of a spacious bay on the south coast of the island, lat. 39. 12. 13. N., long. 9. 6. 44. E. The Gulph of Cagliari extends from Pula on the West to Cape Carbonara on the east, a distance of about 24 miles across, and about 12 in depth, with good anchorage everywhere after getting into soundings. A mole projects from the pratique office, and ships usually lie about a mile S.W. by S. from it, in 6 or 8 fathoms water, on an excellent bottom of mud. There is a very convenient pier harbour at the south angle of the tower wall, capable of containing 14 or 16 vessels of a tolerable size, besides small craft. Altogether, Cagliari is one of the best and safest ports in the Mediterranean.

Charges on a British vessel of 240 tons, with cargo in and out:—

	L.	s.
Anchorage and harbour dues,	55	10
Bill of health and pratique	8	15
Manifests, 5 l. 5 s.; consulage, 10 l.	15	5
Clearance, 10 l. 10 s.; master of the port, 10 s.	11	0

At 1s. 6d., £6 16s. 2d.

L.90 10

Money, Weights, and Measures.—Accounts are kept in lire, reali, and soldi. 5 soldi = 1 reale = $4\frac{1}{2}$ d.; 4 reali = 1 lira = 1s. 6d.; 10 reali = 1 scudo = 3s. 9d. The paper money consists of notes for 5, 10, and 20 scudi. Farm produce and the coarser metals are weighed by the *pesi di ferro*. 12 Sardinian oz. = 1 lb. = 14 oz. 5 dr. avoirdupois; 26 lbs. = 1 rubbo; 4 rubbi = 1 cantaro = 93 lbs. 0 oz. 8 dr. avoirdupois. The starello, or corn measure, is equivalent to 1 bushel $1\frac{1}{4}$ peck English. The palm = $10\frac{1}{2}$ English inches.

SYDNEY

Is the capital of Breton island (Cape Breton). The island forms the south-east boundary to the Gulph of St. Lawrence, and lies between lat. 45. 27. and 47. 4. N., and 59. 45. and 61. 38. W. longitude. The coast is for the most part rocky and elevated, and is everywhere indented by deep gulphs and arms of the sea—one of which, the Bras d' Or, nearly separates the island into two divisions. The Bras d' Or has deep water throughout, and affords the greatest facilities to navigation and commerce. The island has many fine harbours, that of Sydney being the finest.

Harbour Dues.—None. *Light Dues.*—4½d. per ton, for out and in, payable once a-year, first voyage.

Pilotage.—Per agreement; £1 10s. to £3 per vessel.

Ballast.—For taking, or may be hove overboard in the Roads.

Vessels often load at St. Ann's harbour, a little to the west of Sydney harbour. The charges are the same as at Sydney. All vessels loading at the island have to clear out at Sydney custom-house, and there is consequently some expense to be incurred for a conveyance to Sydney. When not loading at the port, a boat may be had at St. Ann's to accompany the vessel round to Sydney Roads, to put the captain ashore and take him on board, for about £1 10s., but is according to agreement. The distance is about 30 miles by land.

Depth of Water.—Sufficient for any vessel.

Money, weights, and measures, same as Great Britain.

ST. THOMAS,

One of the Virgin Islands in the West Indies, lat. 11. 22. N., long. 65. 26. W. It belongs to the Danes, and has a very excellent harbour, which is land-locked from all winds except from the S. by W. to S. E. by S., which part lies open to the sea. The wind seldom blows into the harbour, unless during the hurricane months.

Charges on a British vessel of 207 tons, with cargo in and ballast out:—

	D.	c.
Tonnage dues	100	16
Passing Fort, inwards, 14 c.; outwards, 2 d.	2	14
Harbour master	13	47
Noting protest, 5 d. 40 c.; extending do. 32 d. 40 c.	37	80
Brokerage, per vessel	25	0

At 4s. 6d. each, £35 15s.

D.178 57

Ballast, 75 cents per ton. A patent slip was erected here in 1842-3.

ADEN,

A sea-port town of Arabia, capital of the state of Aden, situated on the Indian ocean, lat. 12. 45. N., long. 45. E. It stands on a lofty promontory, called the Peninsula of Aden, connected with the mainland by an isthmus. On the north and west the town is overhung by a steep and craggy mountain, which is of a very decaying nature. The east or outward harbour, formerly large and commodious, is now nearly filled up with sand; but the water which washes the west and north sides of the promontory, called *Aden back bay*, affords a convenient and secure harbour. From this the approach to the town, situated about two miles south, is over a low ridge of the mountain, and is in some parts cut through the solid rock. The town and peninsula belong to the East India Company, who use it as a depôt and halting place for the steamers employed in the passage between Bombay and Suez. It is admirably situated for this purpose. Its natural strength, the excellence of its port, and its convenient situation for commerce, will, no doubt, render it a flourishing emporium when under British

rule and protection. It is quite as well situated as Mocha for carrying on the trade in coffee, of which it, no doubt, will likely soon become the centre. One of the few perennial streams of Arabia is in the state of Aden, and falls into the sea five miles west of the town; but the abundant supply of water, for which Aden is remarkable among Arabic towns, is drawn, not from this river, but from the ravines and gulleys of the surrounding mountains, and from the land springs, which are abundant on the sea shore. Aden is 140 miles E.S.E. of Mocha.

We have ascertained at the East India house that there are no port charges whatever; but there may be a trifle for pilotage. Loading ballast, which is stone, and has to be blasted from the rocks, costs 3s. to 5s. per ton, according to the demand and *season* of the year.

VAN DIEMEN'S LAND, OR TASMANIA,

A large island belonging to Great Britain, forming part of Australia, lying between 41. 20. and 43. 30. S. lat., and 144. 40. and 148. 20. W. lon. Hobart Town, the capital, is situated in the southern part of the island, on the west side of the river Derwent, near its junction with Storm Bay, in lat. 42. 54. S., lon. 147. 28. E. The water is deep, and the anchorage good. A jetty has been constructed, accessible to the largest ships. Launceston, the second town in the island, is situated in the northern part, at the head of the navigable river Tamar, which falls into Port Dalrymple. It has a considerable trade with Sydney and Hobart Town, and with England.

CUSTOM-HOUSE REGULATIONS.

	£	s.	d.
Entry of a British vessel, not colonial, with merchandise, ...	1	10	0
Entry of any foreign vessel,	3	0	0
Permission to trade,	1	1	0
Dues on each bond,	0	10	6
Dues on port clearance and fee,	0	7	6
Transports are free from Port Charges.			
<i>Colonial Vessels.</i> —Entry and clearance to the outports, ...	0	4	0
Fee on ditto,	0	2	0
Entry and clearance to the fishery or to the out-settlement, ...	0	10	0
Fee on ditto,	0	2	0
Clearance of an open boat,	0	1	0
Annual licence for a boat,	0	2	6
<i>Duties.</i> —On brandy, per gallon,	0	10	0
On Hollands or Geneva, per gallon,	0	10	0
On rum, per gallon, the produce of the West Indian colonies, ...	0	7	6
On British gin, per gallon,	0	7	6
On tobacco, per lb.	0	1	6

The duty on all spirits, either British or foreign, is increased in proportion to strength, if over-proof, according to Sykes' hydrometer.

On all merchandise of foreign produce or manufacture, an *ad valorem* duty of 5 per cent. on importation, with the exception of wine, which is subjected to a duty of 15 per cent. Goods of British manufacture are not subjected to any duty.

	£	s.	D.
<i>Wharfage</i> .—On landing each cask, bale, or package,	0	0	9
On landing iron, per ton,	0	9	0
On landing salt, per ton,	0	3	0
On landing timber, per 1000 feet,	0	2	0
On shipping each cask, bale, or package,	0	0	3
On shipping iron, per ton,	0	3	0
On shipping salt per ton,	0	1	0

Colonial produce, when landed or shipped, is not subjected to any charge, except for a sufferance.

	£	s.	D.
<i>Fees</i> .—A sufferance to land or ship goods,	0	1	0
A warrant to remove goods from under bond,	0	1	0
On landing each cask or package of spirits or wine,	0	0	6
On the registry of vessels not exceeding 40 tons,	2	0	0
On the registry of vessels above 40 tons, per ton,	0	1	0
To the chief clerk, on the registry of vessels,	0	10	0
On endorsing change of master,	0	10	0

Warehouse Rent and Charges.—A government order fixes the following rents on spirits and tobacco, in the Queen's bonded stores, viz. :—

1. All spirituous liquors, 1s. 3d. per ton of 252 gallons, for every week, or any period less than a week, during which the same shall be deposited.

9. Tobacco, 6d. per ton for every week, or any period less than a week, during which the same shall be deposited.

3. The amount of all such warehouse rent, in respect of any cask or package required to be delivered, must be paid before the same can be so delivered.

4. No allowance whatsoever will at any time be made, in respect of, nor will the government be answerable for, any loss by fire, leakage, robbery, or casualty of any kind.

Government Order.—Representations having been made to the lieutenant governor, of the inconvenience and delay attending the stowing and unstowing of goods in the bonded warehouses, a gang of men has been appointed to be employed under the storekeeper for this purpose exclusively, and the following scale of charges will be required to be paid :—

For Spirits.—Per pipe, three-fourth pipe, or puncheon, each stowing, 9d. ; unstowing, 1s. 6d. Per half pipe, hogshead, or barrel, stowing, 6d. ; unstowing, 2s. Per case, containing three or more dozen bottles, stowing, 3d. ; unstowing, 4d. Per case containing a less quantity than three dozen, stowing 2d. ; unstowing, 3d.

For Tobacco.—In large serons, each, stowing, 6d. ; unstowing, 9d. In cases, each, stowing, 3d. ; unstowing, 4d. In kegs, each, stowing, 2d. ; unstowing, 3d. In baskets, rolls, or small serons, stowing, 1d. ; unstowing, 1d.

In consequence of this arrangement, it is to be understood that no labourers are to be admitted into or employed at the bonded warehouse, except the storekeeper's gang.

Goods intended to be warehoused under bond must be landed before 12 o'clock.

The appointed days for opening the bonded warehouse for the delivery of goods are Mondays and Thursdays in every week, at 1 o'clock, on which

days the duties must be paid prior to 12 o'clock. Tobacco is issued on the same days, from 10 to 12 o'clock.

Rates of Pilotage at the Derwent.

Draught of water.				Into.			Out.		
				£	s.	D.	£	s.	D.
10 feet and under	...	...	...	3	0	11 $\frac{1}{4}$	2	7	4 $\frac{5}{8}$
11	"	...	...	3	3	4 $\frac{1}{2}$	2	9	3 $\frac{1}{4}$
12	"	...	...	3	8	3	2	13	1 $\frac{1}{2}$
13	"	...	...	3	15	6 $\frac{3}{4}$	9	18	9 $\frac{1}{2}$
14	"	...	...	4	5	5 $\frac{3}{4}$	2	6	4
15	"	...	...	4	19	11 $\frac{1}{4}$	3	17	8 $\frac{1}{2}$
16	"	...	...	5	17	0	4	11	0
17	"	...	...	7	1	4 $\frac{1}{2}$	5	9	11
18	"	...	...	8	13	0 $\frac{3}{4}$	6	14	7 $\frac{1}{2}$
19	"	...	...	10	14	6	8	6	10
20	"	...	...	13	3	3	10	4	9

At Port Dalrymple.

				Proceeding above Whirl- pool Reach.			Remaining below Whirl- pool Reach.		
				£	s.	D.	£	s.	D.
7 feet and under,	...	...	...	2	5	6	1	10	4
Above 7 feet, per foot,	...	...	...	0	6	6	0	4	4

If the pilot does not board the vessel outside the middle ground at the Heads at George Town, or, the weather not permitting his going outside, if he be not ready to show the channel by keeping his boat in the fair way until the ship can be boarded, he shall forfeit half the pilotage inwards.

For every number of inches below 6, no charge is to be made; for half a foot and upwards, 1 foot is to be charged.

Colonial vessels are exempted from the payment of pilotage, unless the master shall make the signal for a pilot, and accept his services.

Harbour Dues at the Derwent.

£ s. D.

For mooring and unmooring a vessel within the harbour, per register ton,	...	...	...	...	...	0	0	1
For each removal of the ship within the harbour, per register ton,	...	...	...	...	...	0	0	1

Colonial vessels under 80 tons per register to be exempted from the payment of the foregoing dues, unless the services of the harbour-master be specifically required.

At Port Dalrymple.

£ s. D.

For each removal of a ship or vessel from anchorage or moorings, to other anchorage or moorings, under 200 tons,	...	...	...	...	0	15	0
200 tons and under 300	...	...	...	...	1	0	0
300 tons and under 400	...	...	...	...	1	10	0
400 tons and under 500	...	...	...	...	2	0	0
500 tons and upwards,	...	...	...	...	2	10	0

Each vessel entering the harbour will be charged with two removes.

Vessels belonging to the port are not to pay harbour dues.

No vessels to be deemed colonial that are not registered in Van Diemen's Land.

Money, weights, and measures, same as Great Britain.

ST. UBES, OR SETUBAL,

A city and sea-port of Portugal, situated on the north side of a bay of the same name, which receives the Sadao at its south-east extremity, is about 18 miles south-east of Lisbon, and is in lat. 38. 28. 54. N., long. 8. 53. 32. W. It extends for about three-fourths of a mile along the beach. It has broad quays and a convenient harbour for merchantmen. Wine, oranges, lemons, and salt, are the principal articles of export.

Charges on a British vessel of 165 tons, with ballast in and cargo out :—

	C.	v.	℞.
Custom-house and searcher's crew,	1	12	0
4 casks water, at 7 vints per cask,	1	4	0
128 moys ballast (discharging), at $9\frac{1}{2}$ vints,	48	0	0
Shipping 359 moys of salt, at $3\frac{1}{4}$ vints,	48	14	15
Gratification to pilot,	2	0	0

C. 101 10 15

20 rees = 1 vint; 24 vints = 1 crusado, or about £11 10s.

Money, weights, and measures, same as at Lisbon, p. 132.

VENICE,

A famous city of Austrian Italy, formerly the capital of the republic of that name, on a cluster of small islands towards the northern extremity of the Adriatic, in lat. 45. 25. 53. N., lon- 12. 20. 31. E. The islands on which Venice is built lie within a line of long, low, narrow islands, running north and south, and enclosing what is termed the lagoon, or shallows, that surround the city, and separate it from the main land. The principal entrance from the sea to the lagoon is at Malamocco, about a league and a-half south from the city; but there are other, though less frequented, entrances, both to the south and the north of this one. There is a bar outside Malamocco, on which there are not more than 10 feet at high water at spring tides; but there is a channel between the western point of the bar and the village of San Pietro, which has 16 feet water at springs, and 14 at neaps. Merchant vessels usually moor off the ducal palace; but sometimes they come into the grand canal which intersects the city, and sometimes they moor in the wider channel of the Giudecca. Vessels coming from the south, for the most part make Pirano or Rovigno, on the coast of Istria, where they take on board pilots, who carry them to the bar opposite to Malamocco. But the employment of Istrian pilots is quite optional with the master, and is not, as is sometimes represented, a compulsory regulation. When one is taken, the usual fee from Pirano or Rovigno to the bar is 20 Austrian dollars, or about £4. On arriving at the bar, ships are conducted across it, and into port by pilots, whose duty it is to meet them outside, or on the bar, and of whose services they must avail themselves.

Quarantine is enforced here the same as at Trieste. Ships coming from without the Straits of Gibraltar, provided there be no infectious disease on board, are *pratique* on performing a short quarantine of seven days in a part of the lagoon, about a mile from the city. Long quarantine is performed a little farther off. The lazaretto, and establishments for passengers,

performing quarantine are among the best in Europe. Ships having foul bills, or coming from suspicious places, are sent thither from Trieste.

Charges on Ships of 300 tons.

DESCRIPTION OF CHARGE.	If Austrian, or of a Nation having a Treaty of Reci- procity with Austria.		If of a Nation not having a Treaty of Reciprocity.	
<i>Pilotage</i> .—From the bar to the place of finally mooring,	61	57	61	57
Out of the port of departure,	61	57	61	57
<i>Tonnage Duty</i> .—One Austrian livre per ton,	0	0	300	0
(Originally levied on all ships not Austrian.)				
<i>Clearing Charges</i> .—If to a port out of the Gulph of Venice, but if to a port in the Gulph, 1s. 3½d. less in all cases,	2	30	16	78
<i>Quarantine Charges</i> .—If performing seven days, being the usual time for vessels from England,	39	27	53	38
Total of ordinary charges,	164	71	493	20
If in long quarantine, all ships pay extra,	25	74	25	74
If departing in ballast, or with less than half a cargo, all ships not Austrian, or not under treaty, to be charged as such, pay extra tonnage duty 45 cents. per ton, being on a 300 ton ship,	0	0	135	0
Total of extreme charges,	190	45	653	24
An Austrian livre is 8d. sterling.				

Commission.—A ship broker's commission on the freight of a whole cargo is 2 per cent., and on a general cargo 4 per cent. By the custom of the place, merchants charge 2 per cent. on the inward, and 2 per cent. on the outward freight of all ships consigned to them; and this, though they had done no more than recommend the master to a broker!

Provisions, Ships' Stores, &c.—These articles may all be had at Venice, of excellent quality, but not cheap, with, perhaps, the exception of bread. Water is conveyed to the city by lighters, and is, consequently, pretty dear. Fuel is very scarce, and very high priced.

Money, Weights, and Measures.—Formerly, there were various methods of accounting here; but now accounts are kept, as at Genoa, in lire Italiana, divided into centesimi, or 100th parts. The lira is supposed to be of the same weight, fineness, and, consequently, value as the franc. But the coins *actually in circulation*, denominated lire, are respectively equal in sterling value to about 5d. and 4½d. The latter are coined by the Austrian government. The commercial weights are here, as at Genoa, of two sorts; the *peso sottile* and the *peso grosso*. The French kilogramme, called the *libra Italiana*, is also sometimes introduced. 100 lbs. *peso grosso* = 105·186 lbs. *avoirdupois*; 100 lbs. *peso sottile* = 66·428 lbs. *avoirdupois*. The *moggio*, or measure for corn, is divided into 4 *staje*, 16 *quarte*, or 64 *quartaroli*; the *staja* = 2·27 Winchester bushels. The measure for wine, *anfora* = 4 *bigonzi*, or 8 *mastelli*, or 48 *sechii*, or 192 *bozze*, or 768 *quartuzzi*; it contains 137 English wine gallons. The *botta* = 5 *bigonzi*.

Oil is sold by weight or measure. The botta contains 2 migliaje, or 80 miri of 25 lbs. peso grosso. The miro = 4·028 English wine gallons. The braccio, or long measure, for woollen = 26·6 English inches; the braccio for silks = 24·8 do. The foot of Venice = 13·68 English inches.

CAPE-TOWN,

The capital of the British territory in South Africa, at the bottom of Table Bay, about thirty-two miles north from the Cape of Good Hope, and on the western side of the territory to which it gives its name; lat. 33. 55. 56. S., long. 18. 21. E. Table Bay is capable of containing any number of ships; but it is exposed to the westerly winds, which, during the months of June, July, and August, throw in a heavy swell, that has been productive of many distressing accidents. This, in fact, is the great drawback upon Cape Town, which in all other respects is most admirably fitted for a commercial station. At the proper season, however, or during the prevalence of the easterly monsoon, Table Bay is perfectly safe; while the cheapness and abundance of provisions, the healthiness of the climate, and above all its position, render it a peculiarly desirable resting place for ships bound to or from India, China, Australia, &c.

Saldanha Bay, in lat. 33. 6. S., long. 17. 58. 15. E., being 16½ leagues north of Cape-Town, is one of the best and most commodious harbours in the world. It is perfectly safe at all seasons.

Port Instructions.—1. On the arrival of merchant vessels in Table Bay, a proper berth will be pointed out to the masters thereof by the port captain, when he boards them; and no master of a merchant vessel shall shift his berth without permission from the port captain, unless in case of extreme emergency, when he must report his having done so as early as possible at the port-office.—2. Should it be the intention of a master of a vessel to discharge or receive on board any considerable quantity of merchandize, a berth will be pointed out to him as close to the jetty, or other landing place, as the safety of the vessel and other circumstances will admit. And the master will then moor with two bower anchors, with an open hawse to the N.N.E., taking especial care, in so mooring, not to overlay the anchors of any other ship, or in any way to give the vessel near him a foul berth. Ships and vessels touching in Table Bay for water and refreshments alone, may ride at single anchor in the outer anchorage; but in this case it is particularly recommended to veer out 80 or 90 fathoms, if they ride by a chain cable, as the liability of starting or fouling the anchor, or breaking the chain, will thereby be greatly lessened; and if riding by a rope or coir cable, to run out a stream of good kedge, to steady the ship; and in both cases the other bower anchor should be kept in perfect readiness to let go. When the vessel is properly moored with bower anchors, or well secured with a bower and stream anchor, and with good cables, buoys, and buoy-ropes, the master will then take the exact place of the ship by the bearings of two land-marks, and the depth of the water; and should accident occur, by which the vessel may drift from this situation, or lose her anchors, a good bearing and depth of water must be taken at the time, and the same must be notified in writing to the port captain. It is particularly recommended that vessels be kept as snug as possible, to counteract

the effects of the periodical winds, which at times blow with considerable violence.

Fees payable to the Customs Department.

	£	s.	d.
For the entrance or clearance of a vessel	0	6	0
Landing or shipping cargo	0	15	0
Landing or shipping part of cargo	0	7	6
The clearance of a coaster	0	1	6
Landing or shipping cargo of the same	0	3	0
Manifest of export cargo	0	1	6
Permit to land or ship merchandize, or stores, under the value of £7 10s.	0	0	9
Permit to land or ship merchandize, or stores, above the value of £7 10s.	0	1	6

Port Dues are collected under authority of an ordinance of the 27th November, 1827, and are as follow:—

	£	s.	d.
On vessels touching for water or refreshment only, per ton	0	0	2½
On vessels touching for the purpose of trade, per ton ...	0	0	4½
On vessels engaged solely in the coasting trade, to be paid annually to the port captain of Table Bay, per ton ...	0	0	9
For a copy of the port regulations	0	3	0
For every licensed boat employed in the transport of merchandize, or other such purpose, in any of the ports of the colony, annually, per ton	0	1	6
For a port clearance or anchorage fee, for every vessel subject to pay port dues	0	7	6

N.B.—Coasters and licensed boats pay this last charge annually, as well as 3s. for a copy of the port regulations. Boats exclusively employed in fishing are exempted.

Commission.—On ship's disbursements, 5 per cent. On procuring freight, 5 per cent. On collecting freight on ships bound to this place, 2½ per cent. On cash advances, 2½ per cent.

Money.—Accounts are either kept in pounds, shillings, pence, and farthings, or in rix-dollars, schillings, and stivers. 1 stiver = $\frac{3}{8}$ of a penny. 6 stivers = 2½ pence, or 1 schilling. 8 schillings = 18 pence, or 1 rix-dollar.

Weights and Measures.—The weights made use of in the Cape are derived from the standard pound of Amsterdam; and those assized are from 50 lb. down to 1 loot, or the 32d part of a pound, which is regarded as unity.

Liquid Measure.—16 flasks = 1 anker. 4 ankers = 1 aum. 4 aums = 1 leaguer.

Corn Measure.—4 schepels = 1 muid. 10 muids = 1 load. 107 schepels = 82 Winchester bushels, or 4 schepels = 3 imperial bushels, very nearly. The muid of wheat weighs, at an average, about 110 lbs. Dutch, being somewhat over 196 lbs. English.

Cloth and Long Measures.—12 Rhymland inches = 1 Rhymland foot. 27 Rhymland inches = 1 Dutch ell. 144 Rhymland inches = 1 square foot. 144 square feet = 1 rood. 600 roods = 1 morgen.

Colonial Weights and Measures compared with those of England.

Weights.—100 lbs. Dutch = nearly 109 lbs. English avoirdupois.
100 lbs. English = nearly 92 lbs. Dutch.

Wine or Liquid Measure.—1 flask = 0·6 old gallon, or 4·946 imperial gallons. 1 anker = $9\frac{1}{2}$ old gallons, or 7·9 imperial gallons. 1 aum = 38 old gallons, or $31\frac{3}{4}$ imperial gallons. 1 leaguer = 152 old gallons, or 126·6 imperial gallons. 1 pipe = 110 old gallons, or 91·6 imperial gallons.

PERNAMBUCO,

A city and sea-port of Brazil, inferior only to Rio Janeiro and Bahia in commercial importance, on the Atlantic, at the mouth of the Capabaribe, 210 miles north-east Bahia, lat. 8. 4. 7. S., long. 34. 51. 44. W. It consists of the separate towns of Olinda, Recife, Boa-Vista, and St. Antonio; the first of which is on the mainland, and the others lie south from it on a succession of low sandy banks, separated by salt-water creeks and different arms of the river, but connected with each other by two bridges, Recife, or Pernambuco proper, the most southerly, about 4 miles south-west Olinda, is defended by the principal forts, and comprises the dock-yard and the larger merchants' warehouses. The harbour of Pernambuco is defended from the swell of the ocean by an extensive reef (*recife*), which continues along the whole coast from Maranhão, at a variable distance from the shore, and has numberless breaks, through which ships approach the land. This reef, which is said to be of coral, is scarcely 16 feet broad at top; it slopes off more rapidly than the Plymouth break-water, to a great depth on the outside, and is perpendicular within to many fathoms. This natural break-water forms the harbour; for though, at high water, the waves beat over it, they strike the quays and buildings of the town with diminished force. Along the sandy neck of land between Olinda and Boa-Vista, however, which is uncovered by the reef, the surf is very violent; and the harbour itself is not considered very safe. It consists of two parts—the Poco, capable of receiving vessels of 400 tons and upwards, entered across a bar on which there are from 17 feet to 30 feet water; and the Mosqueiras, much better protected than the former, but on the bar of which there are but 7 feet water at ebb tide. Vessels trading with Pernambuco ought not to draw more than from 10 feet to 12 feet water. The harbour is defended by several strong military works, the principal being the stone forts of Do Buraco, and Do Brum; and has at its entrance a light-house with a revolving light.

For the charges of lights, port duty, seal, health, hospital duty, commission, &c., see Rio de Janeiro, p. 164.

The present anchorage duty is 3 silver or rix dollars per ton. The former anchorage duty fixed by law, in 1836, was 30 reis per ton for the first 50 days, and after that *free*. The old anchorage duty, so called, was 10 reis per diem. The Brazilian ton is much less than that measured by Great Britain, France, &c., in the proportion of about two-sevenths; thus, 5 British being about 7 Brazilian tons for measurement. The new Brazilian Tariff, as given at page 165, is, we believe, contradicted, and is not to come into operation.

Extract of a Letter from Rio Janeiro, 22d May last:—"Freights,

which were advancing at the close of March, improved materially during the past month. The rise was assisted by the scarcity of vessels in the northern ports, as well as here; but the primary cause of the advance was the increased anchorage duties of the past session. These were levied so mercilessly that no vessel dared to venture into any Brazil port, unless certain of a return freight. But by whom is that advance paid? Not by the freighter, because, in conformity with his orders, he can only ship when purchases can be made at certain limits, on board, freight included, and in proportion as the freight per cwt. increases, in the same proportion must the cost of our staple article of production diminish; thus every pound sterling per ton additional freight paid goes off the price which can be paid for the coffee, and by this means he who really pays the grievous charge denominated anchorage duty is the coffee planter. We scarcely conceive this demonstration requisite, because we feel persuaded that even the most sceptical amongst our legislators are by this time convinced that, in voting in favour of enormous anchorage duties, they were sacrificing the true interests of the country. Brazil is young, and requires to be fed, and fostered, and nursed into prosperity; and the reverse of all these must follow the imposing of burdens which the country cannot support even in the best of times, much less now when its produce is so very depressed both at home and in all foreign markets. The rise during the month amounted to fully 15 silver dollars per ton, and, at the close, scarcely a disposable vessel was to be found."

Money, weights, and measures, same as at Rio Janeiro, p. 164.

PICTOU,

A small isle, river, bay, and flourishing settlement in Nova Scotia, on the southern side of the Straits of Northumberland, at the southern extremity of the Gulph of St. Lawrence. From this settlement, now called Tinmouth, a road has been cut, cleared, and bridged, to Halifax, from which it is distant 68 miles S. by W. Lat. 45. 46. N., lon. 62. 13. W. The following are the charges at Pictou:—Harbour dues, 1d. per ton; lights, 4d. per ton; and pilotage 3s. per foot in or out, Halifax currency.

Money, weights, and measures, same as Great Britain.

CADIZ,

The principal commercial city and sea-port of Spain, on its south-western coast, on the rocky and elevated extremity of a narrow, low peninsula, or tongue of land, projecting from the Isla de Leon, N.N.W. about $4\frac{1}{2}$ nautical miles. It is surrounded on all sides, except the south, where it joins the land, by the sea, and is very strongly fortified. It is well built, and has, at a distance, a very striking appearance. The tower or light-house of St. Sebastian stands on the western side of the city, being, according to Tofino, in lat. 36. 31. 7. N., long. 6. 18. 52. W. It is a most conspicuous object to vessels approaching from the Atlantic. The light, which is 172 feet high, is of great brilliancy, revolves once a minute, and in fair weather may be seen more than 6 leagues off.

Bay of Cadiz.—The entrance to this noble basin lies between the city and the town and promontory of Rota, bearing N.W. by N., distant about

1½ league. The bay is of very great extent, affording, in most places, good anchorage. The port is on the eastern side of the city, where a mole of considerable dimensions has been constructed; but the water is not sufficiently deep to allow large vessels to approach nearer than within about three-fourths of a mile, where they anchor in from 5 to 7 fathoms. The rocks called the Cochinos, the Puercas, and the Diamante, lie to the north of the city in the entrance to the bay; the first two at about three-fifths of a mile distant, and the Diamante at rather more than one and a half mile from the city. Vessels may enter between the Puercas and the Diamante; but none, except those not drawing more than 15 feet water, and well acquainted with the channel, ought to attempt entering between the Cochinos and Puercas and the city. The town of St. Mary's, on the opposite side of the bay, is famous for being the depôt of the wines of Xeres. The outer bay, or that of Cadiz, properly so called, is separated from the inner bay by the promontory having at its extremity the castle of Matagorda, which approaches within about three-fourths of a mile of the Puntales castle on the Isla de Leon. Within the inner bay is the famous arsenal of the Caraccas, the town of San Carlos, the canal of Trocadero, &c. At spring tides, the water in the bay rises 10 or 11 feet, but at neaps the rise does not exceed 6 feet.

Charges on a British vessel of 107 new and 118 old tons register, with ballast in and cargo of wine out:—

	Reals	Vellon.
Pilotage inwards	180	16
Advertising for freight, outwards	10	0
Consul's order for clearing, and bill of health	42	0
Visit of Fondeo	49	0
Discharging ballast	200	0
Tonnage duty and lights	266	18
Pilotage outwards	228	0
Custom-house charges	94	0
Health office	303	0

20 Reals = 1 Dollar, or about £14 10s. R.V. 1373 0

Expense of stowing cargo	742	0
Making out manifests	40	0

British vessels pay a tonnage duty of one real de Vellon, or 2½d. sterling, and for light duty 24 maravedis, or 1¾d. sterling, exchange 37½d. per dollar of exchange; but Spanish vessels are exempt from the tonnage duty, and pay for light duty 12 maravedis, or 3½ farthings sterling, at the same exchange.

Money.—Accounts are kept by the *real* (of old plate), of which there are 10½ in the *peso duro*, or hard dollar; and as the dollar = 4s. 3¾d. the real = 4¾d. A real is divided into 16 *quintos*, or 34 *maravedis*. The *ducado de plata*, or ducat of plate, is worth 11 reals.

Weights and Measures.—The ordinary quintal is divided into 4 *arrobas*, or 100 lbs. of 2 marcs each: 100 lbs. Castile = 101½ lbs. avoirdupois. The yard, or *vara* = .927 English yard, or 100 varas = 92¾ English yards. The *cahiz*, or measure for corn, is divided into 12 *fanegas*, or 144 *celeminas*, or 576 *quartillas*; 100 cahiz = 19.7 Winchester

quarters, and 5 fanegas = 1 quarter. The *cantaro*, or *arroba*, the measure for liquids, is divided into 8 *azumbres*, and 32 *quartillas*. There are two kinds of *arrobas*, the greater and the lesser. They are to each other as 32 to 25; the former being equal to $4\frac{1}{4}$ English wine gallons, the latter to $3\frac{3}{4}$ do. A *moyo* of wine = 16 *arrobas*. The *botta* = 30 *arrobas* of wine, or $38\frac{1}{2}$ of oil. A *pipe* = 27 *arrobas* of wine, or $34\frac{1}{2}$ of oil. Hence, the *botta* = $127\frac{1}{2}$ English wine gallons, and the *pipe* $114\frac{3}{4}$ do.

SAVANNAH,

A considerable city and port of entry of the United States, lat. 32. 2. N., long. 81. 3. W. It stands on a bluff sandy point, about 40 miles above the river Savannah, and about 15 miles from its mouth, about 80 miles south-west of Charleston. The town has an imposing appearance from the river; the streets are spacious and regular, and interspersed with trees. It is principally built of wood, and is one of the finest cities in the United States. The principal exports are cotton and rice.

The following are the charges of a public nature on a British vessel of 435 tons register, drawing 11 feet in and $12\frac{1}{2}$ out:—

	D.	c.
Pilotage inwards, 21 d. 30 c.; outwards, 28 d. 50 c. ...	49	80
Entry in and permit, 2 d. 50 c.; surveyor, 2 d. 67 c. ...	5	17
Harbour-master's fee, 6 d.; lighterage for ballast, 25 d. ...	31	0
Wharf dockage, 34 days, at $1\frac{1}{2}$ dollar, 51 d.; consul, 6 d. 37 c. ...	57	37
Custom-house clearance and bill of health, ...	2	70

At 4s. 2d. each, is £30 8s. 10d.

D. 146 4

Other charges:—

	D.	c.
Watching cotton on wharf,	4	0
Stivadore and screw hire,	424	78
Jail pass for seamen,	24	75
Belaying pins, 2 d. 25 c.; postages, 2 d. 25 c. ...	4	50
Magistrate's fee for jail warrant,	2	50
Advertising for freight, 10 d.; do. for seamen, 16. d. 26	0	

D. 506 53

Money, weights, and measures, same as at New York, p. 57.

PATRAS, OR PETRASSO,

A sea-port in the north-west corner of the Morea, near the entrance of the Gulph of Lepanto, lat. 38. 14. 25. N., long. 21. 46. 20. E. The port lies a little to the northward of the town; but the part fronting it is unsafe, and exposed to heavy seas, particularly in winter. Vessels, therefore, go a little further up the gulph, where there is a mole or quay, and where they can lie close to the wharf. Patras has a more extensive trade than any other port of Greece. The principal exports are currants, oil, valonia, wine, raw silk, raw cotton, wool, skins, wax, &c. Of these, currants are by far the most important. The fruit is larger, and freer from sand and gravel, than that of the Ionian Islands. They are shipped in casks of various sizes; but, as the weight of the cask is included in that of the fruit, it is said to be,

for the most part, heavier and stronger than necessary. Morea currants are preferred in most countries, except England; but here the currants of Zante are held in equal, or perhaps greater, estimation. The exports of currants from Patras may average from 60,000 to 70,000 cwts. a-year; but the produce of the crop varies extremely in different seasons. Latterly the culture of currants in the Morea has been very greatly extended, and, we believe, we may add, completely overdone. Owing to the increase of their quantity, their price, which in 1840 amounted to 80 dollars per 1000 lbs., had, in 1842, sunk to 23 dollars per do. ! And as this price will not pay the expenses of cultivation, the growers are involved in the greatest difficulties, and the inferior plantations will necessarily have to be abandoned. The crops of oil, the next great article of export from Patras, are, if possible, still more fluctuating than those of currants. The imports at Patras, as at the other Greek ports, consist principally of sugar, coffee, and other colonial products; plain and printed cotton stuffs, woollen goods, salted fish, iron, tin plates, hardware, coal, cordage, hemp, deals, &c. Imported articles are brought principally from the Ionian Islands, Malta, Venice, Leghorn, Marseilles, and Trieste; but, from the want of authentic details, it is quite impossible to form any accurate estimate of their amount either as respects Patras or any other Greek port.

PORT CHARGES IN THE KINGDOM OF GREECE.

Tonnage Duty.—In the ports of Patras, Nauplia, Pirceus, Marathonensis, Pylos, Calamata, and Navarino:—

	Drs. Lep.		Drs. Lep.
On vessels under 5 tons,...	0 0	On vessels from 101 to 200 tons	3 00
" of 20 "	0 9	" " 300 and above	5 00
" above 20 "	0 12	<i>Light-house (only where there is one):—</i>	
In the other ports:—		On vessels under 5 tons,.....	0 0
On vessels under 5 tons,.....	0 0	" from 5 to 20 tons	0 50
" of 20 "	0 6	" " 21 to 50 tons	1 00
" above 20 "	0 9	" " 51 to 100 tons	2 00
<i>Permit of Departure:—</i>		" " 101 to 200 tons	5 00
On vessels under 5 tons,.....	0 0	" " 201 to 300 tons	8 00
" from 5 to 20 tons	0 50	" " 301 and above	9 00
" " 21 to 50 tons	1 00		
" " 51 to 100 tons	2 00		

When gunpowder remains on board, for every $2\frac{1}{2}$ lbs. per month of 30 days, 2 lipta. When it is placed in the public magazine, for the same quantity and time, 3 lipta.

Observations on the Tonnage Duty.—1. Vessels arriving from abroad, loaded, and which discharge their cargoes, and depart loaded, pay the whole duty.

2. Vessels arriving from abroad loaded, and which depart in ballast, pay two-thirds of the duty, which is also exacted if they arrive in ballast and depart loaded.

3. Vessels arriving from abroad in ballast, and departing without loading, or arriving and departing with cargo, and not discharging any of it, pay one-third of the duty.

4. Vessels arriving from and going to another port of the kingdom, pay one-half of the duty.

5. A vessel is considered as loaded, whether she be so fully or partially.

Exceptions.—1. Every vessel forced to enter a port, either by a storm or in consequence of damage, is exempted from all charges during 8 days.

2. Every vessel entering a port, from whatever cause, and destined to another port, and the master of which shall immediately make a declaration to the captain of the port, that he has no intention either of loading or discharging his goods, may remain 5 days without paying any duty, except the light-house duty. He is permitted also to receive or to deliver letters or money, unless otherwise provided for by special ordinances.

Abstract of the Laws of Customs of Greece, April 17, 1843, abridged from the Government Gazette.

Article VIII. The landing, shipping, or transshipping of merchandize from ship to ship, is prohibited in ports where there are no custom-house authorities.

XII. The import of foreign merchandize, and payment of the duty, is only permitted at the chief custom-houses.

Exceptions for the facility of commerce are made to the sub-custom-houses of Egina, Vostizza, Amourgion, Andros, Antikerro, &c.

At the other sub-custom-houses, stations, and guard-houses, it is only permitted to land these articles of foreign merchandize which have already paid duty.

IMPORTATION.

XIII. The masters of all vessels, on anchoring in the ports of the kingdom, either for the landing of the whole cargo, or a part thereof, or merely for the purpose of continuing their voyage without landing any part of their cargo, are required to present themselves at the health office, with their sailing clearances and their manifest, within twelve hours after their arrival. This last document is to be immediately sent by the health office to the custom-house. This manifest is to be the one, the contents of which are certified by the signature of the proper authority of the port where the cargo was loaded, if such manifest has been given; otherwise the captain himself draws one up, and must be filled up either in Greek or Italian.

In the case where official manifests of the cargo are not given, the captain is bound to declare this on oath, at the foot of the manifest he draws up.

XIV. If it happens that the manifest does not specify the kind of goods, quality, or quantity, weight or measure, of the articles forming the cargo, the captain may, within three days after his arrival, draw up and present to the health office a supplementary manifest, in which are to be inserted all the things omitted in the general manifest. The harbour-master shall visit each vessel, within twelve hours at most, after arrival, to make known to the captain the above, and to give him a printed form of the supplementary manifest, in which to insert the articles and particulars omitted in his original. The captain having signed this, it is to be delivered to the health office.

XV. Before the delivery to the health office of the manifest and supplementary manifest at the time required, *the vessel cannot be admitted to free pratique*. The health officer, who shall give free pratique before he shall have received the papers, shall be subjected to a fine of 50 to 100 drachmas. If the captain, having received in time the invitation, should neglect to deliver, within the time referred to, the custom-house papers required in

Articles XIV. & XV., the head officer of the customs, in case that neither the manifest nor supplementary manifest contain all the information required, who neglects to demand from the captain the fulfilment of the omission, is liable to a fine of 50 to 100 drachmas.

XVI. In the manifest must be inserted all the merchandize contained in the vessel, not excepting what the sailors may have, or the passengers for their own account. Of the provisions and stores of the vessel, the captain must give a separate note at the same time as the manifest.

L. Captains of vessels anchoring under stress of weather, &c., are bound to make known immediately the motive of their anchoring to the port authorities. They are only bound to comply with the Articles XIII. and XIV. about manifests, when they decide on landing cargo or part cargo in the ports of the kingdom.

LXI. For the facility of commerce, goods may be deposited by merchants in the entrepôts at Patras, Sydra, Hydra, and Nauplia and Piræus.

Money.—Since the Revolution, the Greeks have established a system of coinage in imitation of that of France. The phœnix is a silver coin that should contain 9-10ths of pure metal, and 1-10th of alloy, being worth about 8½d. sterling. The lipta is a copper coin, being 1-100th part of the phœnix. The silver coins are much debased, so much so that they have even been refused by the officers of government.

Weights and Measures.—The quintal contains 44 okes or 132 lbs. Each oke is equal to 3 lbs. 36 oz., or 400 drachms. The lb. contains 6168 English grains. Thus 100 of these lbs. equal 88 lbs. avoirdupois. The lb. weight used for weighing silk is heavier than the above by 1-5th, and contains 15 ounces, or 166⅔ drachms. A sack of currants weighs 140 lbs. (ordinary), or about 123 lbs. avoirdupois. The measure used for grain is the *staro*, which is composed of 3 bachel, and equals 2.33 English bushels. There are two kinds of pic or aune, one being 8 per cent. longer than the other. The large pic, for measuring woollens, equal 27 English inches. The little pic, for measuring silk goods, equal 25 English inches.

STETTIN,

The capital of Prussian Pomerania, is about 100 English miles from Berlin, and advantageously situated on the west side of the river Oder, about 42 English miles from *Swinemünde*, or the mouth of the *Swine*, on the Baltic. There is good mooring for shipping, and a commodious quay, on which goods are landed from such ships as can pass over the bar at the mouth of the river. It has commodious warehouses conveniently situated for general business. Stettin is, in fact, the port of Frankfort-on-the-Oder, of Breslau, and other towns, and even of Berlin. The quays of Stettin are, during the season, lined with large river craft, which have descended with produce from the interior, and return charged with colonial produce and other goods. Sea-going vessels, drawing more than 9 feet water, are, however, obliged to discharge their cargoes at Swinemünde. Stettin is a bonding port, in which all goods may be warehoused free of duty, unless entered for consumption, when there is a deduction made equal to two per cent., on account of the Sound dues.

Charges on a British or privileged vessel of 100 lasts, with cargo in and out :—

	Th.	sil.	pf.
Port dues on entering, at $8\frac{1}{2}$ s. g. per last,	34	11	3
Minor expenses, masturage, and passage, $3\frac{1}{2}$ s. g. per do.	14	17	6
Port dues on departing, $8\frac{1}{2}$ s. g. per do.	34	11	3
Pilot at Swinemünde 7 thalers, fee 1 thaler, to Stettin	8	0	0
Declaration,	0	24	0
Bridges,	0	12	0
Communal dues,	5	28	0
Money collected for the poor (if foreigners),	1	20	0
Inspection of the crew and stores,	2	27	6
Commission on entering at 3 s. g. 9 p. per last,	12	15	0
Ditto departing 1 s. g. $10\frac{1}{2}$ p. do.	6	7	6
Measurement for the first time, 8 thalers; 15 s. g. for stamp,	8	15	0

About £17 6s.

Th. 120 9 0

Navigation Duties of Stettin.—On entering or departing of national and foreign flags at the ports of Colbert, Rügenwalde, Stolpemünde and Stralsund, some duties vary, others are the same.

1. According to a ministerial edict, from Berlin, and an ordinance of the Regence of Stettin, the duties at these ports are collected as follow :—

Foreign Vessels.—Port duties (with merchandize), per last, 16 s.g. 6 pf.; minor expenses, masting, and passage (with merchandize), per last, 3 s.g. 6 pf.; equal to 2s. Port duties (with ballast), per last, 8 s.g. 3 pf.; minor expenses and passage (with ballast), per last, 1 s.g. 9 pf.; equal to 1s.

National Vessels.—Port duties (with merchandize), per last, 8 s.g. 3 pf.; minor expenses, masting, and passage (with merchandize), per last, 3 s.g. 6 pf.; equal to about 1s. 2d. Port dues (with ballast), per last, 4 s.g.; minor expenses, masting, and passage (with ballast), 1 s.g. 9 pf.; equal to 7d.

Vessels having ballast or merchandize, will pay the total duties, if above five lasts. The minor expenses, masting and passage, is collected only on vessels entering the ports; the other duties are payable on their entry and departure.

2. All the dues are comprised in the preceding duties, and collected at Swinemünde. There is nothing paid on going to sea.

The coasting pilotage of Swinemünde at Stettin is separate, and paid according to the following table :—

Tariff of Coasting Pilotage to be collected at Stettin.

VESSELS.	From May 1 to Oct. 31.		From Nov. 1 to April 30.	
	Foreign Vessels.	National Vessels.	Foreign Vessels.	National Vessels.
At 4000 lbs. per last.	R. g.	R. g.	R. g.	R. g.
From 5 to 20 lasts,.....	3 18	3 0	4 12	3 12
„ 21 to 50 „	5 0	4 0	6 0	5 0
„ 51 to 80 „	6 12	5 12	8 12	6 12
„ 81 to 120 „	8 0	7 0	10 0	8 12
„ 120 and above.....	10 0	8 0	11 0	11 0

Vessels resorting to a port for safety, pay 4 silver groschen per last.

Vessels anchoring in a port, without unloading, and bound for another Prussian port, will pay 2 silver groschen per last.

The duties are paid for each voyage. There is no quarantine. The coasting trade is prohibited to foreign vessels.

With respect to the ships of privileged nations, viz., those with which Prussia has commercial treaties, the duties are the same as upon Prussian vessels.

Brokers usually manage the entries and clearances of ships at Stettin, and their fees are regulated according to a table for each act; the lowest single fee being 10 pfennings, or about one penny, and the highest single fee 3 thalers, or 9 shillings for the sale of a whole vessel.

The money, weights, and measures, are those of Prussia, generally. See Memel, p. 120. The last is equal to 4000 pounds.

TRAPANI,

A sea-port town of Sicily, situated on a projecting point of land on the west coast of the island, 46 miles west of Palermo, the light-house on Colombaria rock, at the mouth of the harbour, being in lat. 38. 2. N., long. 12. 30. 18. E. The harbour on the south side of the town is protected by Ligia fort, at the extremity of the tongue of land on which the town is built. The harbour, though small, is secure, and might be easily enlarged. There is a good mole, on which is the pratique office, up to which vessels of 300 tons can come; but vessels of larger burden must anchor near the Colombaria fort, in 8 to 9 fathoms, with muddy bottom. The trade of the town is considerable. The *salinas* (salt-pans), a little to the south-east, are the most extensive of any in Sicily. The quality of the salt is excellent, and is largely exported. It costs about 8s. a-ton.

The following are the charges on a British vessel of 200 tons, with ballast in and cargo out:—

	Ducats.	Grains.
Pilotage in	4	50
Health office visit, 20 gr.; customs do. 1 d. 25 gr. ...	1	45
Boat and five men, unmooring, going out	4	35
Provision permit, 80 gr.; interpreter, 25 d.	25	80
Ballast boats and guard	9	35
Tonnage duty, 4 gr. per ton,	8	0
Consul's fees, 5 d. 20 gr.; bill of health, 2 d. 50 gr. ...	7	70
Petty expenses, as water, presents to officers, &c. ...	12	0

Exchange, 5 d. 82 gr. Neapolitan money—about £12 12s. D.73 15

Money, weights, and measures, same as at Palermo, page 157.

MOBILE,

A city and sea-port of the United States of North America, State Alabama, the capital of the county of its own name, at the mouth of the Mobile river, in Mobile Bay, 175 miles S.S.W. Tuscaloosa, and 115 miles N.E. by E. New Orleans; lat. 30. 40. N., lon. 88. 21. W. Within the last few years, Mobile has become one of the principal ports in the Union for the shipping

of cotton. It is, in fact, the entrepôt for nearly the whole of Alabama, and for parts of Georgia and Mississippi. There is a light-house with a fixed light, having the lantern elevated 55 feet above the sea, on Mobile point, at the east entrance of the bay. There are 15 feet water over the bar at low ebb; but a shoal within the bay prevents vessels drawing more than 8 or 9 feet water coming to the town at ebb tide.

Pilotage in or out in ballast, per foot,	D. c.
Do. do. loaded, ,,	2 50
British Consul's fees,	3 0
Each man, shipped or discharged,	10 0
Order for each man to the hospital, if required,	1 0
Entry at Custom-house, inwards,	3 40
Clearance, outwards,	2 50
Water, 1 cent per gallon, if required.	

Money, weights, and measures, same as New York, p. 56.

PILLAU,

A sea-port town of the Prussian States, prov. E. Prussia, at the point of a tongue of land, on the north side of the opening from the Baltic into the large maritime inlet, called the Frische Huff, lat. 54. 33. 39. N., long. 19. 52. 30. E. Pillau is a good port, but the water is rather shallow, not exceeding 11 or 12 feet in depth, so that vessels of large burden must anchor outside the bar. A light-house, having the lantern elevated 90 feet above the level of the sea, has been erected on the south side of the town, contiguous to the port. Pillau is properly the sea-port of Königsberg, Elbing, &c., and is, in consequence, largely frequented by shipping.

The following are the charges on a British vessel of 130 tons, or 88 Prussian lasts:—

	<i>R.</i>	<i>sgr.</i>	<i>pf.</i>
To anchoring the vessel in the roads,	2	0	0
„ bringing the captain ashore and off,	2	20	0
„ the pilot commodore, and boat out,	6	0	0
„ poor money,	0	20	0
„ the pilot for assistance in and out,	2	20	0
„ do. for staying 7 nights on board,	7	0	0
„ bill of clearance, and declarations, inwards,	0	26	0
„ do. do. outwards,	0	12	0
„ the custom-house cockets, and sealing hatches,	1	26	0
„ declaration of the goods,	2	0	0
„ working the ballast,	3	20	0
„ lastage, in and out,	41	16	8
„ policy for provisions to roads,	5	0	0
„ custom-house boat, inwards,	0	0	10
„ small charges and passes,	1	25	0
„ clearances in and out,	17	18	0

About £14.

95 14 6

Money, weights, and measures, same as at Memel, p. 120.

Of the three branches of the Oder falling into the Baltic, the *Swine* forms the sea-port of Stettin. The port of Swinemünde was always deep and safe within, but a sand bank at its entrance, called the Platte, prevented all large ships from having access to it; the depth of water over the sand bar varied, being from $8\frac{1}{2}$ to 10 feet, so that vessels were obliged to load and unload, by the aid of lighters, a part or the whole of their cargo (according to the draught of the ship) in the road. This difficulty has been obviated in a great measure by the improvements made in the harbour, and vessels drawing 18 to 19 feet water may now enter the port.

Charges on a British vessel of 154 tons register, new measure, and of 108 Prussian lasts, with cargo inwards and ballast out:—

	Th.	sil.	pf.
To port charges inwards, laden, at $12\frac{3}{4}$ sg. per ton, ...	45	18	0
„ Custom-house clearance, harbour instructions, and the pilot for mooring the vessel, ...	5	15	0
„ custom-house officer, ...	2	20	0
„ commission, 3 per cent. ...	10	24	0
„ port charges outward, in ballast, ...	22	24	0
„ clearance, and the pilot for moving the vessel, ...	3	25	6
„ mustering bill, ...	2	12	6
„ measuring bill and fee, ...	9	15	0
„ steam boat, ...	3	0	0
„ 24 lasts of ballast, at 10 sg. ...	8	0	0
„ carrying in the ballast, ...	2	0	0
„ town dues for do., at 11 sg. per last, ...	3	18	0
„ watchman, ...	0	15	0
„ planks and wheel barrows, ...	1	15	0
„ boat and hands out, ...	2	15	0
„ Commission, 2 per cent. ...	7	6	0

Exchange, 2s. $11\frac{1}{2}$ d.—about £19 8s. 6d. Th.131 13 0

Statement of the dues, &c. at Swinemünde, for a British or privileged vessel of 100 lasts, with cargo in and cargo out:—

	Th.	sil.	pf.
Port dues on entering, at $8\frac{1}{2}$ sg. per last, ...	34	11	3
Minor expenses, masturage, and passage, $3\frac{1}{2}$...	14	17	6
Pilotage, in, ...	3	0	0
Do. out, and boat, ...	5	0	0
Port dues on departing, $8\frac{1}{2}$...	34	11	3
Declaration, ...	0	25	0
Leading, sealing goods, &c. ...	0	15	0
Noting protest, ...	0	20	0
Extending ditto, ...	5	22	6
Money collected for the poor, 1 sg. 3 d. for 5 lasts, ...	0	25	0
Commission, ...	12	0	0
Coasting pilotage dues (Stettin) ...	7	0	0
Measurement for the first time, 8 thalers; 15 s. g. for stamp, ...	8	15	0

About £18 15s. 8d.

Th.127 12 6

For a foreign vessel, non-privileged, of 100 lasts :—

	Th.	sil.	pf.
Port duty on entering, at 16 s.g. 6 d. per last ; minor expenses, masting, and passage, at 3 s.g. 6 d. ditto, ...	83	10	0
Port dues on departing, 16 s.g. 6 d.	68	22	0
Flag duty on entering, 2 s.g.	6	20	0
Do. on departing, 1 s.g.	3	10	0
Declaration,	0	25	0
Leading, sealing goods, &c.	0	15	6
Protests,	3	12	6
Money collected for the poor,	0	25	0
Commission,	12	0	0
Pilotage, 7 thalers ; fee, 1 thaler,	8	0	0

About £27 15s. sterling.

Th.187 20 0

Tariff of Coasting Pilotage to be collected at Swinemünde.

VESSELS.	From May 1 to Oct. 31.		From Nov. 1 to April 30.	
	Foreign Vessels.	National Vessels.	Foreign Vessels.	National Vessels.
At 4000 lbs. per last.	R. g.	R. g.	R. g.	R. g.
From 5 to 20 lasts,.....	3 18	3 0	4 12	3 12
„ 21 to 50 „	5 0	4 0	6 0	5 0
„ 51 to 80 „	6 12	5 12	8 12	6 12
„ 81 to 120 „	8 0	7 0	10 0	8 12
„ 120 and above.....	10 0	8 0	11 0	11 0

Vessels of too large a burden to ascend as far as Stettin, are unloaded or loaded by lighters, and pay the commissioners of Swinemünde an extra sum of 10 silver groschen, or 1s. per last of 36 quintals, gross weight.

In general the pilots receive a remuneration of from 20 s. gr. to one rix dollar, exclusive of the legal pilotage. If on entering or departing a boat is required, a separate charge is made of from 2 to 3 thalers.

Ships obtaining freight through brokers, the latter have a claim for stamp and charter party, 1 rix dollar, 15 s. g.

Money, weights, and measures, same as at Memel, page 120.

CARTHAGENA,

A city and sea-port of Spain, on the Mediterranean, 17 miles west Cape Palos, and 32 miles S.S.E. Murcia ; lat. 37. 33. 50. N., long. 1. 0. 11. W. The harbour, which is one of the best in the Mediterranean, consists of a circular basin, opening to the south, and having the city at its north extremity. It has deep water throughout ; is protected from every wind by the surrounding heights, and by an islet at its entrance ; and is, as well as the city, strongly fortified. The excellence of the harbour gave rise to the common saying among the Mediterranean sailors, that there are but three good ports—the months of June and July, and the harbour of Carthage. This has always been the grand rendezvous of the Spanish fleets in the Mediterranean, and large sums have been expended on its naval establish-

ments ; but these are now in a state of decay ; many houses in the city are also unoccupied ; and it has an impoverished, deserted appearance. Cables and cordage of the *esparto* rush, and canvass used to be largely manufactured here, and large quantities of barilla, with corn, wine, oil, &c., were formerly exported. Its trade, however, has declined quite as much as its naval establishments. A valuable fishery is carried on in the port and the adjoining sea.

Charges on a British vessel of 174 tons register, with cargo in and ballast out :—

	MR.	R.
Health visit and pratique,	98	0
Pilot inwards,	70	0
Do. outwards,	35	0
Agency,	100	0
Extending manifest,	100	0
Ballast (taking in),	660	0
Clearance and ship's papers,	379	22
Consul,	184	0
Carabineer,	19	0
Liberty to ballast with ship's boat,	21	0

Exchange, 100 to £1 sterling—about £16 13s. 4d. MR. 1666 22

Money, weights, and measures, same as at Cadiz, p. 206.

ARCHANGEL

Is the principal port of the north of Russia, situated on the Dwina, about thirty-six miles from the mouth of the river, and is in lat. 64. 32. 8. N., and long. 40. 33. E. At the island of Sollarbole is the harbour, about a mile from Archangel. The bar at the mouth of the river has from 14 to 14½ feet water, and pilots will not take charge of a vessel drawing more than 14 feet without the usual *bribe* which is so common in all foreign countries, who in general cannot afford to pay their own customs' officers to collect the revenue of the country. Vessels drawing more than 14½ to 15 feet must load up outside the bar by means of lighters.

Charges on a British vessel of 113 tons, with ballast in and cargo out :—

	SR.	C.
Pilotage in and out, at 15 copecks per ton,	16	95
Town dues, at 20 copecks per do.	22	60
Address money, at 51 copecks per do.	57	63
Passes,	11	50
Ballast, discharging, 20 tons, and stage,	9	0

Silver roubles—exchange, at 3s. 3d.—about £19. 117 68

Duty on provisions (British, on board), sealing hatches, Russian provisions, and presents to customs officers, about 6d. a-ton.

Charges on a British vessel of 100 tons, sent out in ballast *to purchase* a cargo, it being in the power of the master to go to any house he can make the best bargain with ; the exchange is charged 11½d. per rouble, but when a vessel is chartered, there is *address* money charged, and the exchange is from 6 to 7 farthings per rouble additional for any money advanced :—

	R. c.
Pilotage in and out, and light dues, at 50 cents per ton,	50 0
Town dues, for lastage and bridge money, at 70 cents per ton,	70 0
Custom-house expenses and extra charges, at 175 cents per ton, ...	175 0
Pass,	40 0

Paper roubles—exchange, at $11\frac{1}{2}$ d.—about £16. R.335 0

The charge for discharging ballast is about 6d. per ton.

Vessels drawing more than 14 feet water must load up outside the bar, as the pilots will not take charge of the vessel for more water than 14 feet.

Money, weights, and measures, same as at Petersburg, p. 39.

GIBRALTAR.

Since our notice of this place, at page 112, was printed, we have received the following, which is more distinct and satisfactory :—

Port Charges.—Gibraltar was constituted a free port by Queen Anne in 1704, and from that period it was considered that ships and merchandize should be free of charges and duties ; but the *civil* expenditure of the place rendered it necessary to institute various imposts upon goods and upon vessels ; and, at present, in virtue of an Order in Council of the Governor, which has received the sanction of her Majesty's government, the following duties and charges are levied :—

Charges on a British vessel of 200 tons, including bill of health, 9 dollars 6 cents Spanish. Loading ballast costs 1 dollar per ton.

Schedule of Rates and Duties established by an order of her Majesty Queen Victoria, dated 23d of June, 1841, amending an order of his late Majesty, King William IV., for the management and collection of revenues at Gibraltar, dated February 4, 1833.

Wharfage Toll.—On all wines, spirits, strong waters, cordials, and other liquids in casks, landed at Gibraltar, whether in bottles or otherwise ; if the full contents of the cask shall gauge to exceed ten gallons.

	£	s.	d.		D.	£.	s.
For every bolasso	0	2	2	or	0	6	0
For every pipe, or butt, or puncheon	0	1	10	„	0	5	1
For every hogshead	0	0	11	„	0	2	9
For every tierce	0	0	7 $\frac{1}{2}$	„	0	1	11
For every quarter cask	0	0	5 $\frac{1}{2}$	„	0	1	4
For every cask less than a quarter cask, being liable to the wharfage toll	0	0	3	„	0	0	11

On all tobacco landed at Gibraltar, being in hogsheads, or in kegs, as commonly imported from the United States of America, or being in rolls, as commonly imported from the Brazils.

	£	s.	d.		D.	£.	s.
For every hogshead	0	1	10	or	0	5	1
For every keg or roll, not exceeding 1 cwt. and a quarter	0	0	2	„	0	0	7
For every keg weighing more than 1 cwt. and a quarter, but not exceeding 2 cwt.	0	0	3	„	0	0	11
For every roll weighing more than 1 cwt. and a quarter, but not exceeding 5 cwt.	0	0	7	„	0	1	10

Kegs exceeding 2 cwt., and rolls exceeding 5 cwt., to pay wharfage, each as half a hogshead, and, in case of dispute as to weight, the tobacco to be weighed at the expense of the merchant.

	£	s.	d.		D.	s.	d.
<i>Duty on Wines.</i> —On all wines consumed in taverns, winehouses, retail wine & spirit stores, eating-houses, and canteens, per gallon, ..	0	0	5	or	0	1	3

<i>Duty on Spirits, Strong Waters, or Cordials, admitted for consumption in the Garrison.</i> —For every gallon being of the strength of proof of Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof, and for any greater quantity than a gallon,	0	4	0	or	0	11	1
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---	---	---	----	---	----	---

Fees for Gauging, when the Queen's Gauger is employed by the public.—For gauging each cask, not exceeding 165 gallons, 10d.; gauging and ullaging ditto, 1s. 1d.; ullaging when gauged, ditto, 6d. One-half more than these rates is charged for each cask exceeding 165 gallons. Casks of irregular shape, $\frac{1}{4}$ d. per gallon.

Store Rent on Wines, Spirits, Strong Waters, and Cordials in the Queen's Stores.—When removed for exportation, $2\frac{1}{4}$ d. per quarter cask, and under, to 1s. $7\frac{1}{2}$ d. per bolasso per month. When removed for consumption, 1s. $9\frac{3}{4}$ d. per bolasso.

For Packages, whether removed for exportation or consumption, $2\frac{1}{4}$ d. per month for each case containing less than 24 bottles, to $6\frac{1}{2}$ d. per hamper of not more than 54 bottles.

Weighing Fees.—Spices, per cwt., $4\frac{1}{4}$ d.; fine merchandize, per cwt. $2\frac{3}{4}$ d.; coarse goods, fruit, &c., per cwt., 4d.; grain, per fanega, $\frac{1}{2}$ d.

Police Fee.—Travelling passport, 4s. 4d.

Money.—Accounts are kept in current dollars (pesos), divided into 8 reals of 16 quartos each; 12 reals currency make a cob or hard dollar, by which goods are bought and sold; and 3 of these are considered equal to 5 Spanish reals vellon. The effective or hard dollar = 4s. 4d; the current dollar being estimated at $\frac{2}{3}$ hard dollars = 2s. $10\frac{2}{3}$ d. Reals and quartos of both hard and current dollars are the same, being, the former = $4\frac{1}{3}$ d. and the latter = $1\frac{1}{12}$ d.

Weights and Measures are those of England, excepting the arroba = 25 lbs. English: grain is sold by the fanega, 5 of which make 1 Winchester quarter; wine is sold by the gallon, 100 of which are equal to 109.4 English wine gallons.

TUTO-CORIN,

A village on the Malabar coast, Gulph of Manar, where a considerable quantity of cotton is shipped for England and China. No pilots. The marks for Tuto-Corin are the pagodas on a small low sandy island, three miles seaward of the village. Vessels must lie off about five miles, in seven fathoms. Fowls and sheep are abundant. The water is bad and scarce. Cotton is shipped by large boats from the shore, which carry 50 to 80 bales each. Screws are procured from the shore at about a rupee for three per diem. It is advisable to ride here at single anchor.

SALONICA,

A large city and sea-port of European Turkey, at the north-east extremity of the gulph of the same name, in lat. 40. 38. 47. N., long. 22. 57. 13. E. There is no port at Salonica, but there is excellent anchorage in the roads opposite to the town. The access to them is by no means difficult. Pilots, however, are, for the most part, employed; and of these, some are always on the look-out.

Money.—Accounts are kept in piastres of 40 paras, or 120 aspers. The coins are the same as at Constantinople, p. 135.

The weights and measures are the same as those of Smyrna, except that the kisloz, killow, or corn measure of Salonica = 378 kisloz of Smyrna.

MOCHA.

Since our notice of this place, at page 146, was printed, we have received the following, which is more distinct and satisfactory:—

The purchaser pays brokerage, cooly and boat-hire, &c., and charges for all goods brought here the same as on landing.

Port Charges.—The following are the particulars of the general port charges to be paid to the government of Mocha, by three-masted vessels on their arrival:—

	Mocha dollars.		Mocha dollars.
Anchorage	121.40	Sheik of the boat people	1.17
Bashkaleb.....	60.60	Ditto weighers	5
Emir of the Mizan	36.36	Ditto sepoy's	1.17
Mirbhar	30	Muccadum of the boat people	4
Writers of Government ...	60	Master of the Vakella	2.08
Cady	12.12	Muccadum of the hamauls ...	6.06
Mufti.....	10	Governor's porter	8.04
Mirbhar's writers, &c.	10	Ditto writer	8.40
Porters at Custom-house ...	5	Ditto shroff	1.44

The above amount to 384 Mocha dollars, one-half of which only is paid by two-masted vessels.

Disbursements, port charges, &c. paid on account of a brig before she went up to Jedda, and on her return from thence:—

	Mocha dollars.
The Governor's music, as customary	11.46
The country boats, from the Government	3
The Governor's servants,.....	35.2
The customary presents on the brig's arrival, half what is paid on three-mast vessels, as per foregoing account	192
Ditto on the vessel's departure, as customary, as per following account	78.78
Bringing up the long-boat, which had fallen to leeward	2.34
A Government boat, for bringing goods on shore	2
Hamallage on ditto, as customary	14
Charges at waiting on the governor.....	9
An Arab writer, for writing two letters to Jedda	1.17
Two shawls claimed by the Banians, as customary	48.48

Forming a total of Mocha dollars..... 366.35

Particulars of port charges, &c. on two and three-masted vessels, on their departure from Mocha :—

	Spanish dollars.		Spanish dollars.
To the writers at the Custom-house	32	The caftan, or vest.....	9
The Mirbhar	17	Permission to come on shore	11.46
The Mirbhar's writers	7	Expense of watering	29
		Permission to sail	82.49

Anchorage.

	Mocha dollars.		Mocha dollars.
To the Governor	121.40	Coolies muccadum	6.06
The second	60.60	Writer at pier-head	10
The writer	200.38	Pier-head Muffattees	5
Armee Mazon	36.36	Muffattees' servant	5
Mirbhar	30	Fishing-boat muccadum	2.34
Codjee	12.12	Governor's servant	2.34
Muffattees	10	Ditto muccadum boats	4.69
Custom-house porter	5	Custom-house porter	2.34
Weigherman	5	Governor's porter	2.34

Forming a total of Mocha dollars, 768.25.

On delivery of rice, out of every tomand of rice it is customary to give half a measure to the governor; and for every 12 tomands, to the different coolies, one measure. Besides this exorbitant demand, the governor takes from the merchant who buys the rice, five measures for every tomand for himself, and two measures for the coolies.

Provisions are usually to be had at Mocha. The prices were, and are probably still :—a fat sheep for a Spanish dollar; a milch goat and kid for the same; twelve good fowls for a dollar; and beef at 1½d. per lb. Fish of various kinds are cheap, and excellent in their quality. The sea crabs are very large, from 3 to 4 lbs. each, at about a halfpenny each. New cheese and fresh butter are daily brought to market from an inland town called Musa. Money, weights, and measures, see page 146.

ST. HELENA,

An island of the S. Atlantic Ocean, which will be famous in all time to come as being the scene of Napoleon's imprisonment and death. It belongs to Great Britain, and is situated 800 miles south-east from Ascension Island, and 1200 miles west from the coast of Benguela, in South Africa, lat. 15. 15. S., long. 5. 46. W. Length, 10½ miles; breadth, 6½ miles. It appears from a distance like the summit of a lofty submarine mountain, rising abruptly from the shore in rugged and almost perpendicular cliffs, varying from 300 to 1500 feet in height, diversified in some places with deep narrow ravines, descending to the sea, and forming difficult landing places for the fishermen. In the largest of these, towards the north-west is James' Town, the capital and port of the island. The interior is a plateau, about 1500 feet above the sea, divided into two unequal parts by a ridge of mountains rising about 500 feet above the plain, and 2000 feet above the sea. The highest summit of this ridge, called Diana's Peak, is 2703 feet in height. It is still used as a place of refreshment for vessels sailing northward on the Atlantic, those proceeding southward not being able to make the island. James' Town, the port and the residence of the authori-

ST. HELENA.—DOMINICA.—CASTLE ISLAND. 221

ties, is the only town. The anchorage is good in 12 fathoms water, and the port is well protected from the winds.

There are no charges. Strangers should be aware of the parties (Jews) who come on board for the purpose of business.

DUTIES.

All British and Colonial goods, imported in British ships, are to pay, <i>ad valorem</i> ,	3 per cent.
All foreign goods, in British or foreign ships,	6 "
All coffee, cocoa, chocolate, tea, pepper, spices, sugar, tobacco, cheroots, sugar candy, curry powder, sauces, sago, dried fruits, &c., drugs, and woollen, cotton, and silk manufactured goods,	10 "
All wearing apparel, &c., the produce of Europe, America, Cape of Good Hope, and the eastward, in British or foreign ships, to pay, <i>ad valorem</i> ,	10 "
<i>Exceptions</i> .—Grain of all sorts, rice, flour, and live stock.	
Money, weights, and measures, same as Great Britain.	

DOMINICA,

One of the Windward Islands in the West Indies, belonging to Great Britain, situated between the islands of Guadaloupe and Martinique, 28 miles from either, in lat. 15. 12. to 15. 36. N., and long. 61. 17. to 61. 32. W. The island is deficient in good harbours; that of Roseau on the west, and Prince Rupert's Bay on the north coast, are the only tolerable ones. Roseau and St. Joseph are the principal towns. This island is unfavourable for careening. Provisions of all sorts are scarce, and high priced. The water is not of good quality at Roseau, but is free of charge. Vessels bound for Roseau should come round the south end of the island, and give Scott's Point about a mile of a berth, then haul close in for the town, and be particularly cautious of the sudden gusts of wind which frequently come down from the valleys or ravines without any warning.

Charges on a British vessel of 182 tons register, with cargo in and ballast out :—

	£	s.	d.
Pilotage inwards, or mooring the vessel,	0	15	0
Anchorage duty, at 10d. per ton,	7	10	2

£8 5 2

Ballast may be had from the beach free of charge, if taken off with the ship's boats, but if by the canoes belonging to the island, the charge is 5d. per trip. The canoes take about a ton each.

Money, weights, and measures, same as Great Britain.

CASTLE ISLAND PASSAGE

Is one of the three passages through the Windward Islands, West Indies. It is not generally known to be a very eligible place for vessels requiring fresh supplies. The best anchorage is opposite the woody part, where water may be got from the boats on shore, at about one dollar per cask. Fish and turtle cheap and abundant. In anchoring, avoid the black parts, which are rocks, but drop anchor on the white patches, which are sand. There are no charges here, except a trifle to a boatman for shewing you where to bring up.

ASCENSION,

An island in the Atlantic Ocean, between Africa and Brazil, about 8 miles in length by about 6 in breadth, its fort being in lat. 7. 26. N., long. 14. 24. W. It is of a volcanic formation, and one of its hills, of tufous limestone, rises to the height of above 2800 feet. It has a bleak and barren appearance; and was uninhabited till the imprisonment of Napoleon at St. Helena, when it was garrisoned by a small British force, through whose exertions it has been partly cultivated and wonderfully improved. Springs of fresh water have been discovered. Vast numbers of turtle are taken on its shores. The climate is remarkably healthy, and the anchorage, though open, is said to be good. The object in occupying it is that it may serve as a depôt for stores, and a place for watering ships cruising on the coast of Brazil, or in the South Atlantic Ocean.

There are no charges at this place. Water is uncommonly scarce.

Money, weights, and measures, same as Great Britain.

RANGOON,

A commercial port and town of the Burmese dominions, about 26 miles from the sea, on the left bank of the eastern branch of the river Irawaddy, in lat. 16. 42. N., long. 96. 20. E. The town and suburbs extend lengthwise about one mile along the bank of the river, being about three-fourths of a mile in depth. Rangoon is the chief, and, indeed, almost the only port of foreign trade in the Burmese dominions, which extend from between the 15th and 16th, up to the 26th and 27th degrees of north latitude, and from the 93d to the 98th degree of east longitude. Its situation is extremely convenient for commercial purposes, being situated so near the sea, and commanding the navigation of the Irawaddy, which extends to Ava, the capital, a distance of nearly 500 miles. Rangoon is accessible to ships of even 1200 tons burden; the navigation, although somewhat intricate, being safe and practicable with the assistance of the ordinary native pilots. The town has many advantages for shipbuilding. At neaps the tide rises and falls about 18 feet; and at springs from 25 to 30 feet. The principal teak forests are, at the same time, at a comparatively short distance, and there is a water conveyance for the timber nearly the whole way. Shipbuilding has, in fact, been carried on at Rangoon since 1786, and in the thirty-eight years which preceded our capture of it, there had been built 111 square-rigged vessels of European construction, the total burden of which amounted to above 35,000 tons. Several of these were from 800 to 1000 tons. Under the direction of European masters, the Burmese were found to make dexterous and laborious artisans; in this respect, greatly surpassing the natives of our Indian provinces. There are two considerable markets, where the ordinary necessities of life, according to Burmese usage, are cheap and abundant: these are rice, excellent fish, and poultry.

Port Charges.—Ships whose breadth of beam (opening of the hold) is 8 royal Burmese cubits, of 19.1 English inches each, and all ships of smaller size, whether merchants from the Burmese country entering an English port under the Burmese flag, or merchants from the English country, with an English stamped pass, entering a Burmese port under the English flag, shall be subject to no other demands besides the payment of duties and 10 ticals,

25 per cent. (10 sicca rupees), for a passport on leaving. Nor shall pilotage be demanded, unless the captain voluntarily requires a pilot. However, when ships arrive, information shall be given to the officer stationed at the entrance of the sea. In regard to vessels whose breadth of beam exceeds 8 royal cubits, they shall remain, according to the 9th article of the treaty of Yandabo, without unshipping their rudders or landing their guns, and be free from trouble and molestation as Burmese vessels in British ports. Besides the royal duties, no more duties shall be given or taken than such as are customary. English and Burmese vessels meeting with contrary winds, or sustaining damage in masts, rigging, &c. or suffering shipwrecks on the shore, shall, according to the laws of charity, receive assistance from the inhabitants of the towns and villages that may be near, the master of the ship paying to those that assist suitable salvage, according to the circumstances of the case; and whatever property may remain in case of shipwreck shall be restored to the owner.

Money.—The Burmese currency consists, for small payments, of lead; for larger ones, of gold and silver, but chiefly of the latter. There are no coins. At every payment, the metal must be weighed, and very generally assayed—a rude and very inconvenient state of things. The weights used in the weighing of money are the same as those used on ordinary occasions; the *kyat* or *tical*, and the *paiktha*, or *vis*, being by far the most frequent. Silver may be considered as the standard. Gold is generally held to be about 17 times more valuable than silver. The weighing and assaying of the metals, used as currency, gives employment to a class of persons as brokers, money changers, and assayers. Every new assay costs the owner, if the metal be silver, $2\frac{1}{2}$ per cent.; $1\frac{1}{2}$ per cent. being the established commission of the assayers, while 1 per cent. is lost, or supposed to be lost, in the operation. If it be repeated 40 times, it follows that the original amount is wholly absorbed—a fact which shows the enormous waste of metal arising out of this rude substitute for coin.

Weights.—The weights in use at Rangoon, and throughout the Burman dominions, are as follow:—2 small *rwés* (red beans) = 1 large *rwé*; 4 large *rwés* = 1 *bai*; 2 *bais* = 1 *mu*; 2 *mus* = 1 *mat'h*; 4 *mat'hs* = 1 *kyat vulgo tical*; 100 *kyats* = 1 *paiktha, vulgo vis*, = 3.65 lbs. avoirdupois.

Measures of Capacity are as follow:—2 *lamyets* = 1 *lamé*; 2 *lamés* = 1 *salé*; 4 *salés* = 1 *pyi*; 2 *pyis* = 1 *sarot*; 2 *sarots* = 1 *saït*; 4 *saïts* = 1 *ten*.

This last measure is what is usually called by us “a basket,” and ought to weigh 16 *vis* of clean rice, or 58.4 lbs. avoirdupois. It has commonly been reckoned at $\frac{1}{2}$ a cwt. All grains, pulses, certain fruits, natron, salt, and lime, are bought and sold by measure; other commodities by weight.

GOTTENBURG

Is situated on the south-west coast of Sweden, at the head of a fiord near the Cattegat, which receives the river Götha; lat. 57. 42. 4. N., long. 11. 57. 45. E. Vessels do not come close to the city, but lie in the river or harbour at a short distance from the shore, goods being conveyed from and to them by lighters that navigate the canals by which the lower part of the town is intersected. The depth of water in the port is 17 feet, and there is no tide, bar, or shallow. A vessel entering the Götha must take a pilot on

board, whose duty it is to meet her one half league west of Wingo beacon. The cost of iron is increased about 5 per cent. by the expense of its conveyance to Gottenburg; and the shipping charges, inclusive of the export duty, are about 10 per cent. additional. The next great article of export is timber, particularly deals and battens.

Charges on a British vessel of 93 tons, measuring 61 lasts, Swedish measurement, with cargo of coal in, and cargo of iron, timber, deals, &c. out:—

	B. r.d. sch.			B. r.d. sch.	
Tonnage duty, inwards,.....	15	11	Brought forward, ...	137	4
*Ditto, outwards,	15	11	Postage of letter,	1	1
Town dues, inwards,.....	10	7	Dues to the commander of		
Ditto, outwards,	14	28	the castle	0	0
Pilotage, inwards, for 10½ ft.	12	0	The custom-house officers for		
Ditto, outwards, 12 do.	9	28	attendance on board, when		
Light and beacon money, in,	12	33	coming in,	1	0
Ditto do. out,	12	33	Ditto, discharging & loading,	4	0
Protest,	1	0	Ditto, going to sea,	0	0
Ballast money,	0	0	Advertisements in the news-		
*Measure bill,	10	4	papers,	0	0
Harbour-master's dues,.....	1	21	The consul for certificates,	5	24
People's pass,.....	6	42	Brokerage, for clearing ship,	33	16
Custom-house pass,	1	38	Commission for ...	0	0
Dues to the custom-house...	0	0	Stamp paper to bills of lading	3	35
Translating documents at do.	6	0	Clearing office at Klippa, ...	4	0
Weigh-house certificate.....	0	0	Duty and town dues on	0	0
Extras	2	32	Quarantine charges & clear-		
British poor box,	5	4	ance,	0	0
Carry over,...	137	4		184	32

About £15 7s. 6d.

Custom-house Regulations and Port Charges.—On arriving in port, no person is allowed to board or to leave a vessel till she be in custody of the officers; who, having inspected the manifest and papers, send them to the custom-house. An officer is appointed to superintend the unloading and also the loading. The public charges of all sorts on a Swedish ship and on a foreign ship not privileged, each of 300 tons burden, unloading and loading mixed cargoes at Gottenburg, would be, on the former, £24 5s. 7d., on the latter, £49 5s. 7d. On a privileged foreign ship the charges are the same as on a Swedish ship.

Discharging Ballast—If into punts, 7d. per ton.

Sea Stores, Water, &c.—These may be had here of excellent quality and cheap. Beef 1½d. per lb.; best rye bread 2½d. per lb.; and butter 6d.

Money, weights, and measures, same as at Stockholm, p. 125.

* This charge is only made the first voyage of the year; and the charge for measuring is only made if the vessel had not been previously measured, or if the measure bill is not produced.

TREBISOND,

A town of Asia Minor, on the south-east coast of the Black Sea, lat. 40. 1. N., long. 39. 44. 52. E. Trebisond has two ports, one on the west and one on the east side of a small peninsula, or point of land, projecting a short

way into the sea. That on the east is best sheltered, and is the place of anchorage for the largest ships. It is, however, exposed to all but the southerly gales; but it does not appear that, with ordinary precaution, any danger need be apprehended. The ground, from one-fourth to one-half a mile east from the point, is clean, and holds extremely well. Ships moor with open hawse to the north, and a good hawser and stream anchor on shore, as a stern fast. At night, the wind always comes off the land. Captain Middleton says that the only bad weather is from the north-west; but that, though the swell be considerable, it does not cause any heavy strain upon the cables. At Platana, near Trebisonde, and quite as exposed, Turkish vessels have from time immemorial rode in safety the whole winter; a satisfactory proof that the dangers supposed to be incident to the roads along the coast are wholly visionary.

For charges, money, weights, and measures, see Constantinople, p. 135.

ARGOSTOLI (CEPHALONIA).

The port, or rather gulph, of Argostoli, in Cephalonia, lies on the south-west side of the island. Cape Aji, forming its south-western extremity, is in lat. 38. 8. 40. N., long. 20. 23. 30. E. Cape San Nicolo, forming the other extremity, is about $4\frac{3}{4}$ miles from Cape Aji; and between them, within about $1\frac{1}{2}$ mile of the latter, is the small islet of Guardiani, on which there is a light-house. From this island the gulph stretches north half west, from 7 to 8 miles inland. The town of Argostoli lies on the west side of a haven on the east side of the gulph formed by Point Statura. The situation is low and rather unhealthy. Its appearance and police, particularly the latter, have been much improved since its occupation by the English. There is deep water and good anchorage ground in most parts of the gulph. The best entrance is between Cape San Nicolo and Guardiani, keeping rather more than a mile to the eastward of the latter, on account of a reef that extends north-east and south-west from it nearly that distance.

For port charges, money, weights, and measures, see Ionian Islands, p. 148.

IQUIQUE

Is a sea-port of South Peru, sheltered by an island of the same name.

Charges on a British vessel of 195 tons, with ballast in and cargo of salt-petre out:—

Ballast is hove overboard outside the harbour.	D. R.
Tonnage duty, 48 d. 6 r.; captain of the port, 12 d. 4 r.	61 2
Licence to load,.....	3 0
Port agency, <i>charged at every port</i> , over and above commission,	100 0

Or about £36 5s.

D.164 2

Maxalonies is about 23 miles distant, Passagua about 45 miles, from Iquique; there are no charges at either. The above charges are, however, made if a vessel loads part and fills up at Iquique, and about 10 dollars for the custom-house officer seeing the cargo weighed. They are only creeks in the port of Iquique, and vessels have to be cleared at Arica (which is about 120 miles distant), or at Callao.

Money, weights, and measures, same as at Cadiz, p. 206.

MONTREAL,

The first town of Canada, is situated on the south side of an island of the same name, in the St. Lawrence, about 180 miles above Quebec, in lat. 45. 31. N., long. 73. 35. W. Population, in 1842, 40,203, being very considerably greater than that of Quebec, or of any other town in British America. The harbour is not large, but it is safe and commodious; the facilities for navigation afforded by the noble river on which it is situated being such, that vessels of 600 tons burden may ascend thus far without difficulty. The North American fur trade principally centres in Montreal; which also enjoys the principal share of the commerce between Canada and the United States. It is increasing faster than Quebec, or than any city in British America. In 1844, the Governor made this the seat of government, and the representatives of the people now meet here.

For charges, &c., see p. 81.

MIRAMICHI,

An extensive bay and fine river in British America, situated on the north-east coast of New Brunswick. The towns in the bay are Chatham, Newcastle, and Nelson. There are 5 to 6 fathoms water in the channel to either. The breadth of the river to Chatham is three-fourths of a mile; at Newcastle, one-half mile, and at Nelson, one-fourth mile.

Pilotage.—In, 10s. per foot; out, 6s. per foot. Anchorage, buoys, and lights, 3½d. per ton. This charge is termed Treasury Money.

Harbour Master's Fee.—For all vessels, 10s.

Ballast.—For liberty to put on shore (or land leave), 20s. per vessel. The above charges are payable in the currency of Halifax.

Money.—Accounts are kept in pounds, shillings, and pence, Halifax currency, which is 11½ per cent. less in value than sterling. Bills on London are generally at 8 per cent. premium.

Weights and measures, same as Great Britain.

NORWAY.

FREDERICKSHALL is situated at the influx of the Tiste, a small river, into the bay of Swinesund, or Ide-fieord, near the north-east angle of the Scagerrack, 57 miles S.S.E. of Christiania. The chief article exported is timber. The harbour is safe and commodious, but an unusual expense is caused to clear away the immense quantities of saw-dust brought down the river from the saw-mills. Lat. 59. 12. N., long. 10. 55. E.

For pilotage and port charges, see pages 228, 229, 230.

DRONTHEIM, or TRONDHJEM, is situated at the mouth of the river Nid, in the deep gulph of Drontheim-fiord, 275 miles north-east of Bergen; lat. 63. 25. 50. N., long. 10. 23. 25. E. Its roadstead is but indifferent, being unprotected both on the north and west, and the bottom loose ground, in 20 fathoms. The river does not admit of vessels drawing more than 12 feet water. Drontheim-fiord is said never to freeze. Deals, tar, dried fish, and copper, are the principal exports. In 1842, only one British vessel arrived at the port.

For pilotage and port charges, see pages 228, 229, 230.

ARENDAL, a sea-port town of Norway, on the Arendal, 75 miles north-east Christiansand, lat. 58. 27. N., long. 8. 50. 25. E. It is mostly built on piles, and small vessels reach almost all parts of the town by means of the canals by which it is intersected. The harbour is protected by the opposite island of Tromoc. There are iron mines and forges in the vicinity; and a good deal of trade is carried on in iron and timber.

For pilotage and port charges, see pages 228, 229, 230.

CHRISTIANSAND, a sea-port and fortified town of Norway, near its south extremity, on the Scagerrack, at the head of a deep fiord, 160 miles south-west Christiania, lat. 58. 8. 4. N., long. 8. 4. 9. E. Here is an asylum for the poor, a sail-cloth manufactory, and docks for the construction of vessels; ship-building being the principal branch of industry. The harbour is very secure, and sheltered on nearly every side by lofty and rocky heights. It is well supplied with fish; and lobsters are taken in great numbers, and exported to the London markets. Timber is another principal article of export. Christiansand ranks as the fourth town in Norway; it is a bishopric, and the residence of a governor.

For pilotage and port charges, see pages 228, 229, 230.

FREDERICKSTADT, a sea-port and town of Norway, seated on the river Glomme, 26 miles west of Frederickshall. It has a considerable trade in timber, deals, and battens.

For pilotage and port charges, see pages 228, 229, 230.

MOSS, a sea-port of Norway, situated at the mouth of a river of the same name, on the east side of Christiania bay, lat. 58. 38. N., long. 10. 48. E., and 28 miles south of Christiania. Here are many saw-mills, and a large iron foundry.

For pilotage and port charges, see pages 228, 229, 230.

TONSBERG, a sea-port of Norway. Near this is Walloe, the most considerable salt work in the kingdom. Timber and battens form a considerable portion of the exports. 46 miles south of Christiania, lat. 58. 50. N., long. 10. 14. E. In 1842, 14 British vessels arrived and departed with cargoes.

For pilotage and port charges, see pages 228, 229, 230.

LAARVIG, a considerable town and sea-port of Norway, 74 miles S.S.W. of Christiania. It is situated at the conflux of two rivers, near the sea. It has a considerable trade, and has productive iron works. In 1842, six British vessels entered with cargoes.

For pilotage and port charges, see pages 228, 229, 230.

MANDAL, a sea-port and town of Norway, is situated near the mouth of a river of the same name, 60 miles W.S.W. of Christiansand, in lat. 58. 2. N., long. 7. 42. E. In 1842, two British vessels arrived from England in ballast, and sailed with cargoes of wood and bark and a cargo of lobsters.

For pilotage and port charges, see pages 228, 229, 230.

CHRISTIANSOUND, a town of Norway, in the island of Fossen, with a commodious harbour and wharf. The chief trade is timber. It is 36 miles W.S.W. of Dronheim. In 1842, ten British vessels entered or departed with cargoes.

For pilotage and port charges, see pages 228, 229, 230.

The other harbours of Norway are as follow; a particular description of each of which we think unnecessary, viz. :—Drobak, Porsgrund,

Krageroe, Osterouser, Christianstadt, Fahrsund, Tromsøe, Wardoe, Wadsoe, Sandeford, Stavanger, Aggerhuys, Aasgaardstrand, Brevig, Barrestad, Borregarol, East Ries, Grimsted or Gronstadt, Holmstrand, Holmstadt, Hafsund, Longsund, Lillesand, Molde, Ochlandsbogen, Schien, Soon, Sandesund, Salthellan, Sanderhoe, and Tvedestrand. The pilotage and port charges for each and all of which are as follow :—

	S. p. d.	sk.
<i>Tonnage Dues, per Commerce Last.</i> —When a vessel arrives from or departs to		
A. Places out of Europe, or in the Mediterranean within the Straits of Gibraltar	0	54
B. Places not included under letter A., excepting ports in Sweden, when Norwegian or Swedish vessels come therefrom ...	0	35
C. Places in Sweden, as far as relates to Norwegian or Swedish vessels.		
1st. To and from harbours lying between the Naze and the Russian frontiers in Finmark	0	16
2d. To and from other Norwegian ports	0	12

Light Dues, per Commerce Last :—

A. In general of all vessels proceeding between Norway and all foreign ports	0	16
B. Excepting Norwegian and Swedish vessels that go between Sweden and		
1st. Norwegian harbours, lying between the Naze and the Russian frontiers in Finmark	0	8
2d. To and from other Norwegian ports	0	6

The tonnage and light dues are to be levied as follow, on vessels either entering or leaving the country with goods, and the following regulations are to be observed.

The dues are to be levied when the vessel enters for unloading, or on loading and clearing outwards, so that they have to pay, both on entering and clearing, either for loading or unloading.

In case of vessels loading or unloading, one quarter the amount of the vessel's tonnage or more, they pay the full tonnage dues, according to full register tonnage; if less, only such an amount of tonnage dues are to be paid, as the vessel may have unloaded or taken goods on board.

If the amount of goods landed or taken on board do not exceed a ton, no tonnage or light dues are to be levied. Vessels which, on the same voyage, load or unload in more than one Norwegian port, pay the duties at each custom-house according to the number of tons they have loaded or unloaded, provided the total amount loaded or unloaded does not amount to one quarter of the ship's tonnage; on the other hand, the dues on the whole register tonnage is to be paid at that custom-house where the goods loaded or unloaded, including any that may have been previously landed or taken on board, amount to one quarter or more of the ship's tonnage, deducting at the same time any proportion of these dues that may have been levied, during the same voyage, at any of the other custom-houses.

When a vessel clearing outwards on the same voyage, takes part of the goods she had previously landed, or that had been laid up in transit, the

dues are only to be levied in proportion to the amount of the goods that have remained in the country.

The proportion of room in vessels clearing outwards, filled either with ice or common stone, or on entering inwards with hay or straw, is to be charged with the dues, or be considered as forming part of the ship's tonnage.

Vessels proceeding on the fishery, or to the banks, at sea, or to uninhabited districts in the polar regions, are to be considered, with reference to the dues, as proceeding on a coasting voyage.

The above dues, as specified in the several divisions of the annexed tariff, are fixed for Norwegian vessels, and in conformity with the law of the 4th of August, 1827, for Swedish vessels, and for all goods imported or exported in Swedish or Norwegian bottoms.

With respect to the ships of all other nations and the goods that may be imported or exported in them, the special orders communicated to the several custom-houses, pointing out those nations which are entitled with regard to the customs, to the same privileges as national vessels, as well as those which are to pay higher duties, and ship's dues, are in such cases to be followed.

Such vessels as are not built in the United Kingdom, but obtained by Norwegian subjects, and employed by them as Norwegian vessels, are once for all to pay a duty of 8 skillings for every commercial last.

From these dues are exempt steam boats, as well as those vessels which may once have paid that due; although they may have in the meantime again become foreign property.

With respect to the dues to be levied as above, in East and West Finmarken, as well as in the trade between Sweden and Norway, the special rescripts now in force are still to be followed.

Import duty, bonding duty, and naturalization dues, of foreign ships, when once paid, cannot be reclaimed or returned. On the other hand, the export duty, tonnage duty, and light dues, may be reclaimed and received back, when the intended voyage has not been completed and the goods are again landed in the kingdom.

TRINITY-HOUSE, July 3, 1844.—The Norwegian government has given notice that the following lights are to be established in 1844 :—

1. Two fixed lights on the island of Udsire, in lat. 59. 18. N., long. 4. 53. 30. E. Visible from 18 to 20 miles distant.
2. Two fixed lights on Store and Little Torungen islands, at the entrance to Arendal, in lat. 58. 24. N., long. 8. 53. E. Visible 18 to 20 miles.
3. A fixed light on the island of Sandvigsoden, on the western side of the channel to Arendal, lat. 58. 25. 40. N., long. 8. 52. 10. E. Visible 10 to 12 miles.

In order to prevent any of the above lights from being mistaken for those of Marköe and Lindernaze, on the south point of Norway, the light of Marköe will be discontinued after 1st July, 1844.

Pilotage.—All vessels above 5 commerce lasts, from or to foreign parts, must take a pilot inwards and outwards, and pay for 6 to 7 feet, though not drawing so much. The charge inwards, during the summer half year (1st April to 1st October inclusive) is, for 6 and not exceeding 7 feet of sea pilotage, 1 specie dollar and 72 schillings; and for every additional foot, 48 schillings extra. The charge outwards in summer is, for 6 to 7 feet, 1

dollar 8 schillings per vessel, and adding 32 schillings for every foot above that. The winter pilotage is, for 6 to 7 feet, 2 dollars, adding 60 schillings for every foot additional. The winter outward rate is, for 6 to 7 feet, 1 dollar 40 schillings, and for every foot additional, 40 schillings are to be added. The distance or river pilotage is, for a vessel of 6 to 7 feet, 36 schillings per vessel per mile, and for every mile additional, 4 schillings to be added per foot per mile. 1 Norway mile is equal to 4 English. Vessels arriving wind-bound only pay pilotage and ring money.

Table of Pilotage, per Vessel.

DRAUGHT OF WATER.			Summer.		Winter.		Distance Money, per Mile.
			Inwards.	Outwards.	Inwards.	Outwards.	
			Spd. sk.	Spd. sk.	Spd. sk.	Spd. sk.	Spd. sk.
6 and under	7 feet	.....	1 72	1 8	2 0	1 40	0 36
7	8 feet	.....	2 0	1 40	2 60	1 80	0 40
8	9 feet	.....	2 48	1 72	3 0	2 0	0 44
9	10 feet	.....	2 96	1 104	3 60	2 40	0 48
10	11 feet	.....	3 22	2 16	4 0	2 80	0 52
11	12 feet	.....	3 70	2 48	4 60	3 0	0 56
12	13 feet	.....	3 118	2 80	5 0	3 40	0 60
13	14 feet	.....	4 46	2 112	5 60	3 80	0 64
14	15 feet	.....	4 94	3 24	6 0	4 0	0 68
15	16 feet	.....	5 22	3 56	6 60	4 40	0 72

Money, weights, and measures, same as at Christiania, p. 117.

PORT PHILIP,

An extensive bay, at the south-east extremity of Australia; it is 35 miles long, and 45 broad. The entrance is in lat. 38. 18. S., long. 144. 36. E. At the head of the bay is the town of Melbourne. Western Port is to the east of it.

For port charges, &c. at either, see Sydney, p. 193.

MARANHAM, OR SAN LUIS,

A city and sea-port of N. Brazil, on the west coast of the island of the same name, in the bay of Marcos, 300 miles east by south of Para; lat. 2. 31. 30. S., long. 44. 16. W. The harbour of Maranhão is rather difficult of access. It is usual for vessels arriving on the coast to make the light-house on the island of St. Anna, about 40 miles north-east Maranhão. The harbour of the latter consists of a narrow creek, defended by some indifferent forts. It is so beset with shoals and islets as to render a pilot always necessary, but with such there is no real danger. It has about 18 feet water at low ebb; but it is said to be filling up, and that the probability is that the port will, at no very distant period, be transferred to Alcantara, on the opposite side of the bay. The latter, indeed, is in all respects a preferable port, being more easily accessible, having deeper water, and greater facilities for getting to sea.

Charges, money, weights, and measures, same as at Pernambuco, p. 204.

CRONSTADT,

Situated on a small island about 20 miles west of Petersburg, may, in some measure, be considered as the port of the latter. Almost all vessels bound for Petersburg touch here; and those drawing above 8 feet load and unload at Cronstadt; the goods being conveyed from and to the city in lighters, the charges of which vary according to the demand at the time. The merchants' harbour at Cronstadt is fitted to contain about 600 ships; but it is exposed to the westerly winds. Cronstadt is strongly fortified, and is the principal station of the Russian fleet. Vessels bound for Petersburg must pass by the narrow channel to the south of the island, commanded by the fortifications of Cronstadt on the one side, and of Cronslot on the other.

For charges, &c. see Petersburg, p. 39.

MACAO,

A sea-port and settlement belonging to the Portuguese, on the island of the same name, at the mouth of the Canton river in China, in lat. 22. 12. 45. N., long. 113. 35. E. The harbour is on the west side of the town, between it and Priest's Island; but the water in it not being sufficiently deep to admit large ships, they generally anchor in the roads on the other side of the peninsula, from 5 to 10 miles E.S.E. from the town. All vessels coming into the roads send their boats to the Portuguese custom-house on the south side of the town. When a ship arrives among the islands, she is generally boarded by a pilot, who carries her into Macao roads. As soon as she is anchored, the pilot proceeds to Macao to inform the mandarin of the nation she belongs to. If there be any women on board, application must be made to the bishop and senate for leave to send them on shore, as they will not be permitted to proceed to Whampoa in the ship. As soon as the mandarin has made the necessary inquiries, he orders off a river pilot, who brings with him a *chop* or licence to pass the Bocca Tigris, or mouth of the Canton river, and carries the ship to Whampoa.

Port Charges.—The measurement duty paid by Spanish and Portuguese vessels is moderate. When a vessel has once paid the full amount, and is admitted on the list of registered ships belonging to the port (limited by the Chinese to 25), she is liable only to a third of the original charges, on every subsequent occasion of her entering, so long as she continues on the register. Portuguese vessels from Europe do not possess this privilege, unless they be registered as belonging to a morador of Macao.

The rates of measurement duty, which vary, as at Canton (which see), on three classes of vessels, are the following:—

1st. On vessels of 154 covids and upwards, 6.223 taels per covid.

2d. „ from 120 to 154 covids, 5.72 „

3d. „ from 90 to 100 covids, 4 „

These rates are nearly the same as those levied on Canton junks, trading with foreign countries, and ought, in fact, to be entirely so. The dimensions are taken and calculated in the manner formerly practised at Canton; but the Chinese, at both places, speak not of the covid, but of the chang of 10 covids. However, as this is only a decimal increase, it makes no difference in the method of calculation.

The following additional charges, to be calculated on the amount of measurement duty, are the same on every class of vessels, viz. :—

- 2 per cent. for inspectors.
- 8 " for difference in weight by the treasury scales.
- 10 " for loss in melting.
- 17 " for making sycee.

Also the sum of 70 taels for the "public purse," or hoppo's treasury.

In addition to these, the following are the charges levied by the hoppo (collector of customs), or his deputy :—

On a 1st class vessel from Europe, 250 taels ; if belonging to Macao or Manilla, 50 taels.

On a 2d class vessel from Europe, 240 taels ; if belonging to Macao or Manilla, 40 taels.

On a 3d class vessel from Europe, 170 taels ; if belonging to Macao or Manilla, 30 taels.

Ships importing rice are exempt from the measurement duty, and pay only 50 dollars, as fees to the procurador of Macao and the officers of his department.

Portuguese vessels from Europe, in addition to the measurement duty, have to pay a charge, termed by the Portuguese, Hanistagem, or Consou charge, which is usually a matter of specific bargain, varying from about 200 dollars on a vessel of 200 tons, to 3500 dollars and upwards on those of 500 tons, and of larger sizes.

Imports.—Goods imported pay at the Portuguese custom-house a duty of 6 per cent. on a fixed valuation, besides some fees and coolie hire. The following are a few articles extracted from the tariff :—

	Valuation. Tael.	Duty. Tael.
Cotton, per picul,.....	4	0.240
Broad cloth, middling, per covid,	1.600	0.096
" better than ordinary, per covid,	0.800	0.048
" ordinary or course, per covid,	0.480	0.028
Camlets, per covid,	1.280	0.016
Betel nut, per picul,	1.200	0.072
Tin, per picul,	8	0.480
Birds' nests, 1st sort, per catty,	22.400	1.344
Rattans, per picul,	1.200	0.072
Saltetre, Bengal, per picul,	4	2.240
" coast of Goa, per picul,	1.600	0.096
Pepper, per picul,	4	0.240

Opium, imported in Portuguese ships, pays per chest 10 $\frac{1}{4}$ drs.

Do. in foreign do. do. 15 $\frac{1}{2}$ drs.

Gold and silver, whether in coin, in bullion, or manufactured, pay on importation, 2 per cent. ; except in Spanish vessels from Manilla, when the charge is 1 $\frac{1}{2}$ per cent.

Exports.—No duty is levied by the Portuguese on goods exported from Macao ; nor does the custom-house take any cognizance of them.

Money, weights, and measures, same as China.

ST. VINCENT,

One of the West India islands belonging to Great Britain, in the centre of the windward group, lat. 13. 10. N., long. 60. 37. W., 21 miles S.S.W. of St. Lucia, and 108 west of Barbados. Kingston is the capital, and lies at the bottom of a deep bay, near the S.W. extremity of the island. There are no pilots required. The tonnage duty is 1s. 4d. per ton.

Money, weights, and measures, same as in Great Britain.

SARDINIA

Is an insular and continental kingdom of Southern Europe, containing, besides the island of that name, Piedmont, Savoy, the county of Nice, the duchy of Montferret, part of that of Milan, and the territory of Genoa.

The ports of the island and its places of anchorage for shipping are numerous. CAGLIARI is the chief port (see page 195); but it is not more secure than Maddalena for large ships. The other ports are Alghero, Carloforte, Longo Sardo, Torres, Oristano, Bosa, St. Antioco (Pralmas Bay), Crosei, Siniscola, Tortoli, and Sarrabus.

The states of Sardinia are divided into twenty maritime departments, ten of which are on the mainland, and ten belong to the island of Sardinia.

The navigation dues are independent of the seasons, and of the circumstance of the vessels being in cargo or in ballast.

In consideration of the annual dues paid by national vessels of from one to thirty tons, they are exempt from anchorage and harbour dues; but vessels of Genoa and Nice enjoy this advantage only in those two ports, as those of Sardinia in the ports of that island.

Foreign Vessels.—Native vessels of more than thirty tons, and foreign vessels of any burden, are subject to the dues at each harbour of a department; but these are only payable once at the same place, unless they enter into trade there; in which case, having paid the entire tonnage dues, they receive back the harbour dues paid in the department. Foreign vessels, coming from a foreign country, pay the whole dues at the first place in which they cast anchor, whether trading there or not; but if they are bound for a Sardinian port, and do not trade at the place of anchorage, they only pay harbour dues at the port of destination.

Forced or Voluntary putting into Port.—Native or foreign vessels which are obliged by stress of weather, or any other accident, to return to the port whence they set out, are exempt from anchorage dues, if they have touched at no other port; otherwise they pay harbour dues. The dues are the same whether the putting into port be forced or voluntary. Every native vessel, shipping or unshipping goods at different points or ports of the coast, &c., of the state, pays the whole tonnage dues at the place where the operation begins, and only harbour dues at where it ends.

Coasting Trade.—Foreign vessels are not prohibited by law from coasting, but are prevented from so doing by the fact that native vessels, under 30 tons, pay only an annual sum of 1 f. 50 c. per ton, contenting themselves with freights which would not remunerate foreign vessels of the same tonnage, which would have to pay tonnage dues to the amount of 200 f. per annum, reckoning one voyage per month. Foreign vessels are equally

prevented from coasting between the island of Sardinia and the Sardinian continent, in consequence of the favour shown towards native vessels.

Pilotage Dues.—Pilotage dues are the same in all the Sardinian states.

Light-house Dues.—Light-house dues are levied only at the ports of Genoa, Nice, and other places of the Sardinian continent.

Cleansing Dues.—There are no special cleansing dues, all expenses of this kind being paid out of the tonnage dues.

Inspection of Vessels.—The special jury appointed for this purpose is paid at the rate of 3 f. for each inspection.

Dock Dues.—The dock dues are paid at the time of entering, and are renewable month by month. The following is the demurrage for vessels laden with wine :—

Of 1 to 50	8 days	} Reckoning from the day after the arrival of the vessel.
51 „ 100	10 „	
151 „ 200	15 „	
201 & upwards	20 „	

Vessels remaining in the docks after this demurrage are chargeable with the whole dues, without any deduction.

The chief ports are Genoa, Spezzia, and Nice, on the continent; and Cagliari in the island of Sardinia.

GENOA is a Porto Franco (free port), in which goods may be warehoused, or re-exported from, free of duty. It is the chief outlet for the Mediterranean of the manufactures of Switzerland, Lombardy, and Piedmont; and Lombardy receives most of the foreign articles, imported, through Genoa. The harbour, which is not of great extent, is deep, and protected by two moles. The resident population, including the seamen, and excluding the garrison, amounts to about 110,000. Manufactures of silks, velvets, damasks, and other silks, thrown silks, paper, soap, and the usual trades of a sea-port town, employ many of the inhabitants.

NICE.—This small port, protected by a mole, admits vessels of 200 to 300 tons burden. Some steamers which ply between Marseilles, Genoa, &c., call at Nice. It has some manufactures of silk and a few other articles. Its exports are chiefly oil, wine, fruit, manufactures, grain, coffee, sugar, fish, spices, &c. Its imports vary. Nice is (like Genoa) a Porto Franco. Villa Franca is considered, on account of its vicinity, as making a part of the port of Nice. All the vessels that arrived during the time of the cholera were sent there to perform quarantine.

SPEZZIA is in the territory of Genoa, and has a safe and deep harbour. It is seated at the foot of a hill, on a gulph of the same name, 47 miles south-east of Genoa. Lat. 44. 10. N., long. 9. 37. E.

Albergo, Savona, and numerous small places, extending along the Mediterranean from Spezzia to the frontiers of France, have each some share in the coasting trade.

Money, Weights, and Measures.—Accounts are kept in lire, reali, and soldi. 5 soldi = 1 reale = 4½ d.; 4 reali = 1 lira = 1s. 6d.; 10 reali = 1 scudo = 3s. 9d. The paper money consists of notes for 5, 10, and 20 scudi. Farm produce and the coarser metals are weighed by the *pesi di ferro*. 12 Sardinian oz. = 1 lb. = 14 oz. 5 dr. avoirdupois; 26 lbs. = 1 rubbo; 4 rubbi = 1 cantaro = 93 lbs. 0 oz. 8 dr. avoirdupois. The starello, or corn measure, is equivalent to 1 bushel 1½ peck English. The palm = 10½ English inches.

General Statement of the Amount of Navigation Dues levied in the Ports of the States of Sardinia.

Description of Dues.	Payable by Foreign Vessels.		Payable by Native Vessels.	
	Lire. c.		Lire. c.	
Anchorage or tonnage dues*...	Of any burden per ton	1 0	{ Off from 1 to 30 tons (fixed and annual dues) per ton 1 50 Above 30 tons per ton..... 0 25 Harbour } In a dues { port 0 12½ per { On the ton ... } coast 0 8½	
	Harbour dues.....	0 33½		
Harbour dues,— commencing a fortnight after the arrival of the vessel.....	Of 4 to 20 tons...	0 60	} Same as the foreign.	
	21 „ 30 „ ...	0 90		
	31 „ 40 „ ...	1 20		
	41 „ 50 „ ...	1 80		
	51 „ 100 „ ...	2 40		
	101 „ 200 „ ...	3 60		
Dock dues	201 & upwards ...	4 80	{ Of 1 to 20 tons 3 60 21 „ 40 „ „ 4 80 41 „ 60 „ „ 7 20 61 „ 80 „ „ 12 0 81 „ 100 „ „ 14 40 101 „ 120 „ „ 16 80 121 „ 140 „ „ 20 40 141 „ 180 „ „ 24 0 181 „ 200 „ „ 28 80 Vessels of more than 200 tons pay, in addi- tion to 28 fr. 80 c. for each ton above 200 0 15	
	Of 2 to 20 tons...	7 20		
	21 „ 40 „ ...	9 60		
	41 „ 60 „ ...	12 60		
	61 „ 80 „ ...	16 80		
	81 „ 100 „ ...	21 60		
	101 „ 120 „ ...	26 40		
	121 „ 150 „ ...	30 0		
	151 „ 160 „ ...	36 0		
	161 „ 180 „ ...	40 80		
	181 „ 200 „ ...	45 60		
	Vessels of more than 200 tons pay, in addition to 45 fr. 60 c., for each ton above 200.....	0 25		
	Of 1 to 10 tons...	0 53		
	11 „ 50 „ ...	1 17		
Gauging dues ...	51 „ 100 „ ...	2 23	} Same as the foreign.	
	101 „ 150 „ ...	3 50		
	151 „ 200 „ ...	4 67		
	201 „ 250 „ ...	5 84		
	251 and upwards	7 1		

* This tariff is not yet adopted in the island of Sardinia, where the following tonnage dues are still levied :—

	Foreign.		Native.
	Lire. c.		Lire. c.
Vessels of 1 to 10 tons	10 80	...	...
11 „ 20 „	15 60	2	40
21 „ 30 „	22 80	4	20
31 „ 40 „	28 80	6	0
In addition to the 28 fr. 80 c. for foreign, and 6 fr. for native vessels, those of above 40 tons pay for each ton additional	0 45	0	1

Description of Dues.	Payable by Foreign Vessels.		Payable by Native Vessels.	
	Libre.	c.	Libre.	c.
General repairing	In dock *	72	0	Same as the foreign.
Careening		24	0	
Calking		12	0	
Tarring		6	0	
	Of 1 to 100 tons ...	4	41	
	101 „ 150 „ ...	7	75	Of 1 to 50 tons 0 91
	151 „ 200 „ ...	9	41	51 „ 100 „ 1 8
	201 „ 300 „ ...	12	75	101 „ 150 „ 2 33
	301 „ 400 „ ...	16	0	151 „ 200 „ 3 16
	401 „ 500 „ ...	19	40	201 & upwards 4 83
Bills of health ...	And for every 50 tons above 500...	3	33	
	Vessels taking out their bills of health with the crew's list pay in addition...	2	50	..... 1 66
	Vising bills of health	1	25	..... 0 41
	Certificates for merchandise	2	50	Same as the foreign.
	In cargo :—			
Declaration of entry	Of 1 to 200 tons	2	92	Same as the foreign.
	201 and upwards	8	33	
	In ballast :—			
	Of 1 to 200 tons	0	58	
	201 and upwards	1	67	
Declaration of clearance	For every vessel ...	2	20	
Permission for loading	For every vessel ...	1	0	Same as the foreign.
Octroi duty	For wine	2	0	
Certificates, or permits, given by the octroi, custom-house, &c. at the time of departure...	For every vessel ...	0	70	
Permission to sail, or to take in cargo	For every vessel ...	1	0	Same as the foreign.
Clearing permits from the harbour master...	Of 1 to 50 tons ...	0	50	
	51 or upwards...	1	0	

* When the repairs do not take place in dock, only the following dues are payable on vessels :—

	Of 1 to 50 tons.		Of 51 to 100 tons.		Above 100 tons.	
	Libre.	c.	Libre.	c.	Libre.	c.
Careening	0	25	0	50	1	0
Calking	0	16½	0	33½	0	75
Tarring	0	16½	0	33½	0	75

SARDINIA.

237

Description of Dues.		Payable by Foreign Vessels.		Payable by Native Vessels.
		Lire. c.		Lire. c.
Station in the wine docks ...	}	Per diem	0 40	
Declaration of entry for wine		A duty varying from 1 fr. 50 c. to 8 fr. 50 c. according as the vessel is more or less laden.		
Replevin of sequestration ...	}	For every vessel laden with wine	1 0	
Lighthouse dues*		Every vessel, per ton	0 5	} Of 1 to 12 tons, per ton 0 2 13 and upwards 0 5
Quarantine dues	}	For the guard-boat, per diem :—		
		Of 5 to 100 tons...	1 60	
		101 „ 200 „ ...	1 91	
		201 & upwards ...	2 29	
		For a guard on board, exclusive of food, per diem	1 66	
		For a land guard (fixed due) :—		
		Of 5 to 100 tons...	4 16	} Same as the foreign.
		101 „ 200 „ ...	6 66	
		201 & upwards ...	10 0	
		For the health officer :—		
		Below 100 tons.....	2 8	
		Above 100 tons.....	4 16	
		For the chaplain of the Lazaretto :—		
		Below 100 tons.....	2 50	
		Above 100 tons.....	5 0	
		For fumigation.....	2 50	
Pilotage dues†...	}	From 0 m. 325 to 3 m. 241 (fixed due)	37 50 25 0
		From 3 m. 329 to 3 m. 898, per 0 m. 325	4 50 3 0
		From 3 m. 979 to 4 m. 548, per 0 m. 325	5 25 3 50
		Above 4 m. 629, per 0 m. 325	6 0 4 0

* These are not levied in the island of Sardinia.

† These dues are not obligatory in any of the ports of the Sardinian states.

Charges.—The charges on purchases and sales are, 2 per cent. commission; 1 per cent. warehouse rent; 1 per cent. brokerage.

Custom-house Certificates.—The only custom-house regulations are, that a vessel previous to sailing must procure from the custom-house a certificate that the duties on her cargo have been paid. For this certificate European vessels pay 20 paras, and Ottoman one piaster. The port dues vary from $1\frac{1}{2}$ to 4 piasters for each vessel.

Teskèrès.—By our capitulations, goods which have once paid duty in any port of the Ottoman empire may be sent by the importer to any other port without any further duty being demanded of him, for which purpose they are generally accompanied by a *teskèrè* (custom-house certificate.)

SEA-PORTS.

CANEA.—This is the one most frequented, as it is larger than the other two, and has not been so much filled up with sand. It is formed by a mole 1160 French feet in length. It has undergone repairs, and a light-house has been erected at its extremity. The entrance, which is very narrow, is about 24 feet deep. At the anchorage, there is only 18 feet water at the deepest part. A vessel drawing more than 12 feet ought not to enter without a pilot. The entrance faces the north, and if the wind blows strong from that quarter, vessels cannot go out. It would scarcely be safe even for a steamer to attempt it if there were any considerable swell.

SUDA.—This port is, by land, three miles distant from Canea, and is about seven miles long, and perfectly safe in all weathers. It has several small islands at its mouth, on one of which is a small fortress, which commands the entrance.

CANDIA.—This is formed by a mole, but it is so filled with sand that only small craft, drawing eight feet of water, can enter. Vessels loading from Candia anchor in one of the three ports of the small island of Standia, opposite the town, at a distance of seven miles. The middle port of this island is best adapted for merchantmen, whilst the one at the east end is most fitted for vessels of war.

RETIMO.—The port of Retimo is formed by a mole, and is still smaller than that of Candia. Any vessel receiving oil from this port usually anchors at the fortress of Suda, about two miles distant. Both of the ports have been cleared out a little, and attempts are making to render them still deeper.

SPINALONGA.—The port of Spinalonga, at the east end of the island, is good; but the entrance is subject to sudden squalls. The small port of Ayio-Nicola, a few miles south of Spinalonga, is next to Suda, the best harbour in the island; but the nearest village to it is at five miles distance. There is also a small port on the southern part of the island, called Lutro.

Quarantines.—In May, 1831, quarantines were established. A committee was formed at Canea, consisting of the consuls, and Dr. Caporal, a French medical man, who was appointed by the government as president. By 1835, the consuls, unable to agree among themselves, one by one withdrew, and the direction, since that period, has been solely in the hands of the doctor. Although the plague has at various times been in the lazaretto at Suda, and although the Egyptian fleet, with this disease on board, was for a long time anchored in that bay, the malady has not obtained a footing in the island. A vessel, with a foul bill of health, having susceptible goods

on board, must proceed to the bay of Suda, where she must discharge them into the lazeretto, to be aired for 31 days. If she has no susceptible cargo on board, and be destined for Candia, she may proceed direct to the island of Standia. At one of these two places, the vessel must perform 11 days' quarantine, and is then allowed to proceed to the destined port, where she finishes her quarantine, which is usually 21 days. Vessels with clean bills of health may proceed direct to their destined port. The quarantine dues for vessels are, two paras for every ton not exceeding 100; one para for every ton beyond 100; half a para for every ton beyond 200;—thus a vessel of 300 tons would pay 350 paras. If the vessel intends taking a pratique, a guardian is put on board her, who receives $3\frac{1}{2}$ piasters per day, with provisions; $4\frac{1}{2}$ piasters without, for goods. Susceptible goods pay one per cent. *ad valorem*, and pay of guardian as above. The lazeretto for passengers at Canea is a small but excellent establishment; the expenses are extremely moderate. The employés of the sanità are mostly *Cerigots*. The receipts exceed the annual expenses; but the expenses of the lazeretto at Suda, &c., amounting to £1800 sterling, have not yet been made up.

By a report for 1842, on Crete, it appears that since the withdrawal of this island from the government of Mehemet Ali, the cleaning out of the ports have been abandoned, and that Candia and Retimo are filling up; that Mustapha Pacha is fully alive to this, but says he has no funds left at his disposal to employ in public works; and that the export duties have, to the great injury of the island, been raised to 12 per cent.

Money.—The money of the country is the same as that of Constantinople. Remittances to and from the island are made in specie; and as the exports usually exceed in value the imports, there is an influx of foreign coin, principally English sovereigns, and Spanish and Imperial dollars. There is also a good deal of old Turkish coin. Bills are rarely offered for sale. Now that the Austrian steamers have rendered our communications with Constantinople quick and certain, the price of coins here must follow the courses of exchange in that city.

Weights.—These are the oke and quintal of Constantinople; the former equal to 2 lbs. 13 oz. 5 dr.; the latter is 44 okes, equal to 126 lbs. English.

Measures.—The arsheen, equal to 27 inches, for woollen cloths; the endaze, equal to 25 inches, for other goods.

CUXHAVEN,

A sea-port town of North Germany, immediately within the estuary of the Elbe, on its south-west side, in a detached portion of territory belonging to Hamburg, from which it is distant 55 m. W.N.W.; lat. 53. 52. 21. N., long. 8. 43. E. It has a good harbour, with deep water, a light-house, and is a quarantine station. It was formerly the rendezvous of most passengers to and from England and the Elbe; but since the establishment of steam-packets, they are conveyed direct to and from Hamburg. Vessels entering the Elbe generally heave to opposite Cuxhaven for pilots, by which it is mostly inhabited. In summer it is resorted to by sea-bathers.

There are no charges of any description here. A trifle is sometimes given to the harbour and pilot master for showing good berths when vessels have occasion to resort to the harbour for safety.

Money, weights, and measures, same as at Hamburg, p. 66.

LANDSCRONA,

A fortified sea-port town of Sweden, prov. Malmø, on a tongue of land projecting into the Sound, 16 miles N.E. Copenhagen, lat. 55. 51. 58. N., long. 12. 49. 47. E. It has strong walls, a citadel, and other works; is well laid out, and has a safe and well sheltered harbour, with 20 feet water.

Charges on a British vessel of 100 tons register, measuring 54²/₁₀₀ lasts Swedish, with ballast in and cargo out :—

	R. d.	b.	sk.
Lastage or tonnage duty, inwards,	13	29	
Do. do. outwards,	13	29	
Pilotage, &c., inwards, drawing 7 feet,	2	32	
Do. &c., outwards, drawing 11 feet,	4	32	
Pilot and harbour master's fee,	1	0	
Light and beacon money, inwards,	5	32	
Do. do. do. outwards,	11	16	
Pass and seal outwards	0	16	
Measure Bill	8	26	

At 1s. 8d. each, or about £5 2s. 4d.

R. d. 61 20

Money, weights, and measures, same as at Stockholm, p. 125.

ICHABOE.

SAILING DIRECTIONS FOR MAKING THE GUANO ISLAND OF ICHABOE,
SOUTH AFRICA.

Extract of a Letter dated from Angra Pequena Bay.—"The westermmost point on the south side of Angra Pequena bay is in lat. 25. 39. S., and long. 15. 7. 30 E., one league north of which is Ichaboe island, the latitude of which, by lunar observation recently taken, is 26. 24. 15. S., and long. 14. 46. 45. E. Variation of the needle, 26. W.; rise and fall of the water around the island, from five to six feet. This is the place of loading. The island is only one mile in circumference, and 12 miles from the shore, on the east side of which vessels can lie all the year round in perfect safety and smooth water, riding in five fathoms water. The safety and convenience of this harbour are owing to the following circumstances :—A point of land from the continent extends from three to four miles into the sea, to the south of the island, and from the extremity of this point a reef puts off in a north-west direction until it nearly meets a reef that projects from the west side of the island. Another reef puts off from the north-east part of the island; consequently a bay is formed in which a ship may lie all the year round in safety and smooth water. But in entering this harbour or anchorage, care should always be taken to pass round the north end of the island, giving its north-east point a berth of about half a mile, which will avoid all danger. In working into the harbour, the shore on the main may be approached within two cables' length. The wind generally is from the north. The current sets in a northerly direction about three quarters of a mile per hour. Vessels may load at Penguin island, which is at the head of Angra Pequena bay; but Ichaboe island is preferable on account of the safety of the harbour."

As the following accounts are contradictory, we must leave parties to judge for themselves :—

Extract of a letter received at Lloyd's, dated Ichaboe, May 16, 1844 :—
 "I wrote some time ago about the nature of the anchorage, so that I have only to add that the more I see of the place goes to a confirmation of its being anything but a safe harbour, for many ships have lost anchors and cables, and some both anchors, and it is a truly destructive place for boats."

The following is an extract of a letter received at Lloyd's, dated Ichaboe, May 22, 1844.—"Vessels bound to Ichaboe should by all means, if possible, make the land to the southward of this place. I do not think it necessary to make Pedestal Point, for they may be deceived looking for the Pillar and Cross, as I have been informed by several shipmasters lying here, who have made the Point, that they do not exist.* If vessels make the land to the southward, it is quite sufficient. Ichaboe lies in lat. 26. 19. S., long. 15. E. If, unfortunately, a vessel should be driven to the north by strong gales from the southward, or otherwise, I would recommend working along shore; going in as near as prudent towards the evening, and stretch off a part of the night, so as to be near the land again an hour or two after sunrise; by so doing they would take advantage of the land breeze, which varies a few points at night from the land. The current is not always alike, neither does it run with the same velocity. When about the latitude of between 26. 15. and 26. 25., and the land is made, mountains will be seen inland. Bring these to bear south-east, and steer directly for them, there will be no difficulty in making Ichaboe. The land to the north of those mountains is level, composed of sand hills and decomposed granite. When the island is seen, steer for it until you come within two or three miles, then go between the south part of the island and the main. I recommend this passage as the best for many reasons. In the first place, there is a passage within a quarter of a mile of the island above a mile wide; the wind is generally from the southward, and the current is seldom from any other quarter than running to the northward. If you go by this north passage, it is more shallow, and, on account of the wind being southerly, and the current running northerly, it is next to impossible to beat up to a good berth; as the ships lying so close together will not admit beating without doing or receiving damage, or both. There is a reef off the south end of the island, as also one off the main land; but there is a mile between them, with a good depth of water, so that a line-of-battle ship might beat between them without fear of any danger; and you can let go your anchor were you to windward, and drop your vessel in any berth you choose.

* By subsequent information, it appears that the Pillar and Cross do exist, but of so small dimensions as to be invisible, except when very close to it.—*Shipping Gazette*, Aug. 7, 1844.

PUGWASH (NOVA SCOTIA).

Pilotage inwards, 5s. per foot; outwards, 3s. per foot.

Harbour Dues.—1½d. per register ton for *vessels in ballast*; vessels with cargo *free*.

Lights.—4d. per ton for the season (per annum), Halifax currency.

Money, weights, and measures, same as Great Britain.

R.

WOLGAST,

A sea-port of Prussia, in Pomerania, with one of the best harbours on the Baltic. Only the tower of its ancient castle is now standing. It is seated on the Penne, or west channel of the Oder, 54 miles north-west of Stettin. Long. 13. 52. E., lat. 54. 4. N.

The following port charges were paid, in August, 1844, on a national vessel of 91 lasts Prussian, or 112 tons English, with cargo in and out:—

	Th.	sk.
Pilotage in and out for 10 miles English,	30	0
Custom-house charges, including tonnage or lastage duty, lights, &c.	24	0

Or about £7 10s.

54 0

Money, weights, and measures, same as at Memel, p. 120.

CARLSCRONA, OR CARLSCROON,

A sea-port town of Sweden, on the Baltic, capital prefecture Bleking, lat. 56. 10. 9. N., long. 15. 33. 25. E. The harbour is large and safe, with water sufficient to float the largest ships. It has three entrances, but the only one practicable for large vessels is on the south side of the town.

The port charges on a British, national, or privileged vessel of 46 lasts Swedish, or 70 tons British measurement, with cargo in and ballast out—the vessel drawing 9 feet in and out—for pilotage, harbour dues, lights, custom-house charge, and ballast, are 62 dollars banco, or about £5 5s.

The ballast is per agreement, and is per boat.

Money, weights, and measures, same as at Stockholm, p. 124.

CARLSAND, OR CARLSHAMN,

A sea-port town of Sweden, prov. Bleking, cap. hæråd., on the Baltic, at the mouth of the Nie, 55 miles west Carlscona; lat. 56. 12. 40. N., long. 14. 51. E.

The port charges on a British, national, or foreign privileged vessel of 23 lasts Swedish, or 36 tons British measurement, in the case of a vessel with cargo in and out, drawing 8 feet in and 7 feet out, are, for pilotage in and out, harbour money, lights, and custom-house charges, 20 dollars banco, and 14 skillings, or about £1 14s.

Money, weights, and measures, same as at Stockholm, p. 124.

LUBECK

Is a city and republic of North Germany. The city is the capital of the Hanseatic towns, and is situated on the Trave, about 10 to 12 miles from its mouth, where is situated Travemünde, its port. The Trave falls into the Gulph of Lubeck in the Baltic, 36 miles north-east of Hamburg, and 38 miles south-east of Kiel; lat. 53. 52. 8. N., long. 10. 41. E. The principal article of export is corn. Vessels of considerable burden (250 to 300 tons) load and unload, by means of lighters, at Travemünde. The depth of water in the spring of 1844 was 12 feet, and was expected in the fall of the year to be 13 feet English, by means of an excellent dredging machine, which is constantly kept at work. Vessels entering the port without lightening by means of lighters have to pay for the dredging ma-

chine; but those vessels which employ lighters are exempt from that charge. Travemünde is, properly speaking, the port of Lubeck, to which it belongs. The harbour is capable of containing 60 merchantmen. Ships of war anchor in the road.

The following are the charges paid on a British vessel of 162 tons register, measuring 69½ lasts, with cargo of coal in and cargo out, 1844 :—

LUBECK.					Mks.	sch.
Pilotage,	...	...	...	...	15	0
Fees to the pilots,	...	...	...	...	0	0
To the river pilots,	...	...	...	...	0	0
Ticket of permission for entering the harbour,	...	...	...	...	0	4
Consular fees,	...	...	...	...	0	0
Measure attestation,	...	...	...	...	12	4
To the custom-house, for 69½ lasts,	...	...	...	...	57	1
Stamped paper,	...	...	...	...	3	0
Ballast bill,	...	...	...	...	0	0
Extra charges to the custom-house,	...	...	...	...	0	8
Policy,	...	...	...	...	0	4
Harbour master,	...	...	...	...	1	0
Inspector of the river,	...	...	...	...	1	8
Cook money,	...	...	...	...	0	0
To the ship's watchman during winter,	...	...	...	...	0	0
At the boomhouse,	...	...	...	...	5	6
Sea pass,	...	...	...	...	0	0
Commission,	...	...	...	...	28	0
To the commander of the town at Travemünde,	...	...	...	...	1	0
To the commandant of the pilots,	...	...	...	...	3	12
Brokerage,	...	...	...	...	31	8
Postage of letters,	...	...	...	...	2	0

About £9 16s. 8d.

162 7

TRAVEMÜNDE.					Mks.	sch.
Pilot for bringing the vessel into harbour,	.....	.....	.....	.....	3	0
Three labourers discharging on the bar,	.....	.....	.....	.....	9	0
Four baskets,	.....	.....	.....	.....	5	0
Spout hire,	.....	.....	.....	.....	4	0
Log-book, signed by the mayor,	.....	.....	.....	.....	1	0
Coach to Lubeck, different times,	.....	.....	.....	.....	11	8
Pilot for bringing the vessel to sea,	.....	.....	.....	.....	3	0
One labourer discharging the cargo,	.....	.....	.....	.....	5	8
22 boats of ballast, 22 m.; permission note, 2 m....	.....	.....	.....	.....	24	0
Charge for a lighter,	.....	.....	.....	.....	9	0
A boat to fill water,	.....	.....	.....	.....	2	4
Commission on the outward freight,	.....	.....	.....	.....	20	0

About £5 17s. 6d.

97 4

Money, Weights, and Measures.—Accounts are kept in marks of the value of 1s. 2.67d. each, divided into 16 schellings of 12 pfennings. The Lubeck rix-dollar, equivalent to 3 marks, is worth 4s. 6.72d. The lb. = about 18 oz. avoirdupois; 112 lbs. = 1 centner.

CALAIS,

A town and sea-port of France, on the Straits of Dover, 20 miles N.N.E. of Boulogne, lat. 50. 57. 31. N., long. 1. 51. 16. E. Spring water is very scarce here, and the town is but very indifferently supplied by the rain water collected in cisterns. A tower near the Hotel de Ville serves as a light-house; the light, which is a revolving one, is 118 feet above the level of the sea. Calais derives its principal importance from its being the nearest French port to England. The entrance to the harbour is between two wooden piers, nearly three-fourths of a mile in length. The harbour dries at low water. Within the pier there is, at high water, 15 to 18 feet, according to the winds. There is, however, excellent anchorage in the outer road, from two to three miles north-west from the harbour.

Charges on a British vessel of 100 tons register, with cargo inwards and ballast outwards:—

	F.	c.
Pilot boat,	7	0
Tonnage duty,	115	5
Ballast, 40 tons, loading,	32	0
Pilotage in and out,	40	50
Bill of health, 5f.; harbour master, 6f.	11	0
Dock clearance, in and out, 4f.; boat and towing out, 7f.	11	0
Brokerage on freight, 50 cents. per ton, 165 tons,	82	50
Extra hauling, and pilot's fee out,	3	50

Exchange, 25 f. 50 c. per £1.—About £11 15s. F.302 55
 Money, weights, and measures, same as France, p. 45.

HAMMERFEST, OR ALTEN HAMMERFEST,

A sea-port and town of Norway, 60 miles south-west of the North Cape. It was founded by a Mr. Crowe, an English merchant, in 1819, and is the most northern town in Europe. It has a very secure and excellent harbour, and is the principal port of Finmark. It is remarkable that the waters along the coast of Finmark are so mild in temperature, that the fishery is carried on in boats during the winter, although the sun disappears for so long a period in the latitudes of this country.

The following charges were paid in July, 1844, by a British vessel of 174 tons register, with cargo in and ballast out:—

	Spd.	outes.	sk.
Pilotage in, drawing 13 and under 14 feet, up to Altens,	12	1	20
Do. out, „ 8 „ 9 feet, Altens to Hammerfest,	9	0	8
Do. Hammerfest to sea,	3	4	8
Ring money, tonnage duty, and lights, all called custom-house charges, and are paid there,	12	3	0
Pilot over the bar two days,	0	4	0
Loading 60 tons ballast,	11	0	17
Quay dues at Altens,	1	0	0

Exchange, 4½ specie dollars per £1, or about £11 5s. Spd.50 4 5

Money.—1 specie dollar equal to 5 utes, or one-fifth dollar piece; 1 out equal to 24 skillings.

Weights and Measures.—Same as Christiania, p. 117.

GRIEFSWALD,

A town of the kingdom of Prussia, province of Pomerania, cap. circ. of the same name, on the Ryck, about three miles from the Baltic, and 18 miles south-east of Stralsund. It has a good harbour at the mouth of the Ryck, which is navigable for small vessels.

Charges on a British or national vessel of 123 lasts, or 175 tons English, with ballast in and cargo out, drawing as under, viz. :—

	Th.	sg.
Pilotage in, 9 feet,.....	9	20
Do. out, 11 do.	11	12
Lastage money, town dues, custom-house, in,.....	35	11
Do. do. do. out,	27	28
Brokerage, in and out,	8	0
	<hr/> Th.92 11	

Vessels drawing above 11 feet must load outside by lighters 28 lasts wheat cost about 18 dollars for lighterage.

Money, weights, and measures, same as at Memel, page 119.

GHENT,

A celebrated city of Belgium, cap. E. Flanders, at the confluence of the Scheldt and Lys, 30 miles N.W. Brussels, 30 miles W.S.W. Antwerp, and 23 miles S.E. by E. Bruges; lat. 51. 3. 12. N., lon. 3. 43. 42. E. The city is admirably situated for commerce. It is connected by one ship-canal with Bruges; and by another, which passes by Sas Van Ghent, with the Scheldt at Terneuse. The latter gives the city all the advantages of a sea-port. Vessels drawing 18 feet water may unload in the basin under its walls.

Charges on a British or national vessel of 123 lasts, or 175 tons English, with cargo in and ballast out :—

	G.	s.
Sea pilotage to Tornoës,	51	25
Pilot in the canal optional.		
Lastage, in,	39	0
Clearing in canal, brokerage,	9	45
Certificate of pilot-master,	6	15
Quay money,	6	6
Vat gild, in and out,	211	0
Ballast, loading, 106 tons,	56	70
Pilot, out, river and sea, 9 feet,	26	95
Brokerage, chartering,	91	90
Stamp, do.	2	50
Towing, by four horses, in and out the canal,	12	12
	<hr/>	

Guilders, at 1s. 8d. each, £42 15s.

G.513 8

Money, weights, and measures, same as at Antwerp, page 86.

CAPE OF GOOD HOPE.

Since the former article at page 202 was written, we have received the following, which applies to the following ports, viz. :—Port Beaufort, Algoa Bay, Massel Bay, Simon's Bay, Table Bay, Saldanha Bay, and Port Elizabeth :—

CAPE TOWN, Feb. 2, 1844.—Under a colonial ordinance, published this day, all port, anchorage, and light-house dues, as also every other description of port charges hitherto levied in this colony, have been abolished. The following is a copy of the clause in the ordinance relating thereto, viz. “ And be it further enacted and hereby declared, that all vessels, whether British or foreign, arriving in any of the ports of this colony, shall be wholly free and exempt from the payment of any port dues, anchorage dues, light-house dues, or any other description of port charges whatever.”

HELSINBURGH,

A sea-port of Sweden, in Schonen, seated on the Sound, nearly opposite Elsinore. Here is a ferry across the Sound to Denmark. It has manufactures of ribbons, hats, and boots. It is five miles north-east of Elsinore, and 32 north-west of Lund. Long. 12. 48 E., lat. 56. 3. N.

There are 8 to 10 feet water here, generally 9; but when a gale of wind comes from the south or south-west, the harbour is liable to be filled up with sand.

The following port charges were paid, in August, 1844, on a national or privileged vessel of 33 Swedish lasts, or 48 tons British measurement, with ballast in and cargo out :—

	Ds.	sk.
To custom-house, lastage, and light money,.....	10	24
Pilotage for 6 feet in and 9 feet out,.....	5	24
Harbour money 4 d.; Ballast (3 boats), discharged, 1 d. 24 sk.	5	24

Or about £1 16s.

21 24

Money, weights, and measures, same as at Stockholm, p. 124.

REVEL,

A sea-port town of Russia in Europe, capital of the above government; on a small bay on the south side of the Gulph of Finland, 200 miles W.S.W. Petersburg, lat. 59. 26. 33. N., long. 24. 44. 30. E. The town is one of the stations for the Russian fleet, and has a harbour defended by several batteries. This port, which was materially improved in 1820, is deeper than that of Cronstadt, though more difficult of entrance. The roadstead, formed by some islands, is well sheltered. The long duration of the frost is the principal drawback on Revel as a naval station, though that is a disadvantage that it shares in common with the other Russian ports in the Baltic.

The charges at most of the Russian ports, Riga, Petersburg, Narva, Pernau, &c., are given only in one sum; but we are glad to say that means are being used that the items may be given for the different imposts. The port charges on a national vessel of 48 lasts, or 112 tons English, are about

390 paper or 110 silver roubles, or about £17 17s., in the case of leaving with a cargo and entering with ballast.

It is not compulsory to take pilots in or out. The usual sum given is from 10 to 25 paper roubles per vessel, and varies according to agreement, demand, and the weather.

Money, weights, and measures, same as at Petersburg, p. 41.

QUARANTINE.

MARSEILLES, Sept. 11, 1844.—The following are the new quarantine regulations of the French government :—

Quarantine established by a Ministerial Decision, dated August 14.

WITH UNCLEAN BILLS OF HEALTH.

Art. 1. French post-office packets—19 days after debarking effects and passengers. Passengers by these boats and their baggage—17 days after landing at the Lazaret; 14 days only when the baggage shall have been *plombés* at the consulate of France at the port of embarking, and that this operation be legally certified.

2. French or foreign men-of-war—17 days after the landing of passengers and their baggage. Passengers on board these vessels—17 days without *spoglio*, 14 days with *spoglio*.

3. Vessels with pilgrims—25 days. Pilgrims—25 days after landing.

4. Every other description of sailing vessel or steam boat—21 days after landing suspected articles. Passengers by these vessels—17 days without *spoglio*. Merchandise—21 days after landing at the Lazaret.

WITH DOUBTFUL BILLS OF HEALTH.

Art. 1. French post-office packets—15 days after debarking effects and passengers. Passengers by these boats and their baggage—14 days after landing; 12 days only when the baggage shall have been *plombés* at the consulate of France at the port of embarking, and that this operation be legally certified.

2. French or foreign men-of-war—14 days after the landing of passengers and their baggage. Without passengers, 12 days. Passengers on board these vessels—14 days after landing without *spoglio*, and 12 days with *spoglio*.

3. Vessels with pilgrims—20 days. Pilgrims—20 days after landing at the Lazaret.

4. Every other description of sailing vessel or steam boat—15 days after landing suspected articles. Passengers by these vessels—14 days without *spoglio* after landing at the Lazaret, and 12 days with *spoglio*. Suspected goods—15 days after landing at the Lazaret.

WITH CLEAN BILLS OF HEALTH.

Art. 1. French post-office packets—12 days after debarking effects at the Lazaret. Passengers by these boats and their baggage—9 days after landing, and their baggage exposed to the air.

2. French or foreign men-of-war—9 days, with or without passengers. Passengers on board these vessels—9 days after landing, and their baggage exposed to the air.

3. Every other description of vessel or steam boat—12 days after landing suspected goods. Passengers by these vessels—9 days. Suspected merchandise—12 days after landing at the Lazaret.

RELATIVE PRICES OF COAL

Per Ton of 20 Cwt. and the Newcastle Chaldron of 53 Cwt.

Ton.		Chaldron.		Ton.		Chaldron.		Ton.		Chaldron.		Ton.		Chaldron.	
<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
1	0	2	7.8	4	9	12	7.05	8	6	22	6.3	12	3	32	5.55
1	3	3	3.75	5	0	13	3	8	9	23	2.25	12	6	33	1.5
1	6	3	11.7	5	3	13	10.95	9	0	23	10.2	12	9	33	9.45
1	9	4	7.65	5	6	14	6.9	9	3	24	6.15	13	0	34	5.4
2	0	5	3.6	5	9	15	2.85	9	6	25	2.1	13	3	35	1.35
2	3	5	11.55	6	0	15	10.8	9	9	25	10.05	13	6	35	9.3
2	6	6	7.5	6	3	16	6.75	10	0	26	6	13	9	36	5.25
2	9	7	3.45	6	6	17	2.7	10	3	27	1.95	14	0	37	1.2
3	0	7	11.4	6	9	17	10.65	10	6	27	9.9	14	3	37	9.15
3	3	8	7.35	7	0	18	6.6	10	9	28	5.85	14	6	38	5.1
3	6	9	3.3	7	3	19	2.55	11	0	29	1.8	14	9	39	1.05
3	9	9	11.25	7	6	19	10.5	11	3	29	9.75	15	0	39	9
4	0	10	7.2	7	9	20	6.45	11	6	30	5.7	15	3	40	4.95
4	3	11	3.15	8	0	21	2.4	11	9	31	1.65	15	6	41	0.9
4	6	11	11.1	8	3	21	10.35	12	0	31	9.6	15	9	41	8.85

NEWCASTLE STATUTE COAL MEASURE

Converted into Weight.

Chals.	Tons. Cwt.		Chals.	Tons. Cwt.		Chals.	Tons. Cwt.		Chals.	Tons. Cwt.	
1	2	13	26	68	18	51	135	3	76	201	8
2	5	6	27	71	11	52	137	16	77	204	1
3	7	19	28	74	4	53	140	9	78	206	14
4	10	12	29	76	17	54	143	2	79	209	7
5	13	5	30	79	10	55	145	15	80	212	0
6	15	18	31	82	3	56	148	8	81	214	13
7	18	11	32	84	16	57	151	1	82	217	6
8	21	4	33	87	9	58	153	14	83	219	19
9	23	17	34	90	2	59	156	7	84	222	12
10	26	10	35	92	15	60	159	0	85	225	5
11	29	3	36	95	8	61	161	13	86	227	18
12	31	16	37	98	1	62	164	6	87	230	11
13	34	9	38	100	14	63	166	19	88	233	4
14	37	2	39	103	7	64	169	12	89	235	17
15	39	15	40	106	0	65	172	5	90	238	10
16	42	8	41	108	13	66	174	18	91	241	3
17	45	1	42	111	6	67	177	11	92	243	16
18	47	14	43	113	19	68	180	4	93	246	9
19	50	7	44	116	12	69	182	17	94	249	2
20	53	0	45	119	5	70	185	10	95	251	15
21	55	13	46	121	18	71	188	3	96	254	8
22	58	6	47	124	11	72	190	16	97	257	1
23	60	19	48	127	4	73	193	9	78	259	14
24	63	12	49	129	17	74	196	2	99	262	7
25	66	5	50	132	10	75	198	15	100	265	0

PROPORTIONATE GRAIN FREIGHT TABLE.

249

If wheat pay freight per quarter.	Pease, Beans, and Tares, 10 per cent. more.	Rye 7½ per cent. less.	Rapeseed and Linseed 10 per cent. less.	Barley 15 per cent. less.	Oats 22½ per cent. less.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1 0	1 1 1-5	0 11 1-10	0 10 4-5	0 10 1-5	0 9 3-10
1 3	1 4 ½	1 1 7-8	1 1 ½	1 0 ½	0 11 5-8
1 6	1 7 4-5	1 4 13-20	1 4 1-5	1 3 8-10	1 1 19-20
1 9	1 11 1-10	1 7 17-40	1 6 9-10	1 5 17-20	1 4 11-40
2 0	2 2 2-5	1 10 1-5	1 9 8-5	1 8 2-5	1 6 3-5
2 3	2 5 7-10	2 0 39-40	2 0 3-10	1 10 19-20	1 8 37-40
2 6	2 9	2 3 ½	2 3	2 1 ½	1 11 ½
2 9	3 0 8-10	2 6 21-40	2 5 7-10	2 4 1-20	2 1 23-40
3 0	3 3 8-5	2 9 8-10	2 8 2-5	2 6 3-5	2 3 9-10
3 3	3 6 9-10	3 0 8-40	2 11 1-10	2 9 8-20	2 6 19-40
3 6	3 10 1-5	3 2 17-20	3 1 4-5	2 11 7-10	2 8 11-20
3 9	4 1 ½	3 5 5-8	3 4 ½	3 2 ½	2 10 7-8
4 0	4 4 4-5	3 8 2-5	3 7 1-5	3 4 4-5	3 1 1-5
4 3	4 8 1-10	3 11 7-40	3 9 9-10	3 7 7-20	3 3 21-40
4 6	4 11 2-5	4 1 19-20	4 0 8-5	3 9 9-10	3 5 17-20
4 9	5 2 7-10	4 4 29-40	4 3 8-10	4 0 9-20	3 8 7-40
5 0	5 6	4 7 ½	4 6	4 3	3 10 ½
5 3	5 9 8-10	4 10 11-40	4 8 7-10	4 5 11-20	4 0 33-40
5 6	6 0 8-5	5 1 1-20	4 11 2-5	4 8 1-10	4 3 3-20
5 9	6 3 9-10	5 3 33-40	5 2 1-10	4 10 13-20	4 5 19-40
6 0	6 7 1-5	5 6 8-5	5 4 4-5	5 1 1-5	4 7 4-5
6 3	6 10 ½	5 9 8-8	5 7 ½	5 3 ½	4 10 1-8
6 6	7 1 4-5	6 0 8-20	5 10 1-5	5 6 8-10	5 0 9-20
6 9	7 5 1-10	6 2 37-40	6 0 9-10	5 8 17-20	5 2 31-40
7 0	7 8 2-5	6 5 7-10	6 3 8-5	5 11 2-5	5 5 1-10
7 3	7 11 7-10	6 8 19-40	6 6 3-10	6 1 19-20	5 7 17-40
7 6	8 3	6 11 ½	6 9	6 4 ½	5 9 ½
7 9	8 6 3-10	7 2 1-40	6 11 7-10	6 7 1-20	6 0 3-40
8 0	8 9 8-5	7 4 4-5	7 3 2-5	6 9 8-5	6 2 2-5
8 3	9 0 9-10	7 7 23-40	7 5 1-10	7 0 3-20	6 4 29-40
8 6	9 4 1-5	7 10 7-20	7 7 4-5	7 2 7-10	6 7 1-20
8 9	9 7 ½	8 1 1-8	7 10 ½	7 5 ½	6 9 3-8
9 0	9 10 4-5	8 3 9-10	8 1 1-5	7 7 4-5	6 11 7-10
9 3	10 2 1-10	8 6 27-40	8 3 9-10	7 10 7-20	7 2 1-40
9 6	10 5 2-5	8 9 9-20	8 6 8-5	8 0 9-10	7 4 7-20
9 9	10 8 7-10	9 0 9-40	8 9 3-10	8 3 9-20	7 6 27-40
10 0	11 0	9 3	9 0	8 6	7 9
10 3	11 3 3-10	9 5 31-40	9 2 7-10	8 8 11-20	7 11 13-40
10 6	11 6 8-5	9 8 11-20	9 5 2-5	8 11 1-10	8 1 13-20
10 9	11 9 9-10	9 11 13-36	9 8 1-10	9 1 13-20	8 3 39-40
11 0	12 1 1-5	10 2 1-10	9 10 4-5	9 4 1-5	8 6 3-10
11 3	12 4 ½	10 4 7-8	10 1 ½	9 6 ½	8 8 5-8
11 6	12 7 4-5	10 7 13-20	10 4 1-5	9 9 3-10	8 10 19-20
11 9	12 11 1-10	10 10 17-40	10 6 9-10	9 11 17-20	9 1 11-40
12 0	13 2 2-5	11 1 1-5	10 9 3-5	10 2 2-5	9 3 2-5

TABLE PROPORTIONING THE WEIGHT OF GRAIN PER QUARTER.

Per Bushel.	Per Qr. of 8 Bushels.	Per Bushel.	Per Qr. of 8 Bushels.	Per Bushel.	Per Qr. of 8 Bushels.	Per Bushel.	Per Qr. of 8 Bushels.	Per Bushel.	Per Qr. of 8 Bushels.	Per Bushel.	Per Qr. of 8 Bushels.
Lbs.	St. Lbs.	Lbs.	St. Lbs.	Lbs.	St. Lbs.	Lbs.	St. Lbs.	Lbs.	St. Lbs.	Lbs.	St. Lbs.
85	20 0	41	23 6	47	26 12	52½	30 0	58	33 2	63½	36 4
85½	20 4	41½	23 10	47½	27 2	53	30 4	58½	33 6	64	36 8
86	20 8	42	24 0	48	27 6	53½	30 8	59	33 10	64½	36 12
86½	20 12	42½	24 4	48½	27 10	54	30 12	59½	34 0	65	37 2
87	21 2	43	24 8	49	28 0	54½	31 2	60	34 4	65½	37 6
87½	21 6	43½	24 12	49½	28 4	55	31 6	60½	34 8	66	37 10
88	21 10	44	25 2	50	28 8	55½	31 10	61	34 12	66½	38 0
88½	22 0	44½	25 6	50½	28 12	56	32 0	61½	35 2	67	38 4
89	22 4	45	25 10	51	29 2	56½	32 4	62	35 6	67½	38 8
89½	22 8	45½	25 0	51½	29 6	57	32 8	62½	35 10	68	38 12
90	22 12	46	26 4	52	29 10	57½	32 12	63	36 0	68½	39 2
90½	23 2	46½	26 8								

PORTS WHERE SLIPS ARE ERECTED.

	Tons, O. M.		Tons, O. M.
3 Aberdeen ...	400, 600, and 800	1 Liverpool Ellesmere Port...	200
1 Arbroath	200	1 Londonderry	300
1 Ayr	200	1 Lowestoft	300
1 Banff	200	1 Marseilles	200
1 Belfast	400	1 Milford	600
1 Berwick	400	1 Montrose	400
1 Bo'ness	400	8 Port of Newcastle—including	
1 Caernarvon	400	ing Jarrow, 1; Shields, 2;	
1 Calcutta	400	Tyne Main, 1; Wellington,	
2 Cork	each for 200	1; Mr. Walker, 1; and at	
1 Cowes	500	Newcastle, Mr. Hopper, 1;	
2 Dublin	400 and 800	Mr. Armstrong, 1—each for	400
1 Dumbarton	200	1 Odessa	500
1 Dundee	800	1 Philadelphia	400
1 Dysart	400	1 Portsmouth	800
1 Fraserburgh	600	1 Quebec	400
2 Glasgow	200 and 300	1 Ramsgate	500
1 Goole	250	1 St. Thomas	500
1 Gosport	600	1 Stromness	400
2 Greenock	each for 300	2 Sunderland	each for 400
1 Harwich	400	1 Swansea	400
2 Hull	200 and 400	1 Sydney	600
2 Ipswich	100 and 200	1 Toulon	500
1 Irvine	150	1 Waterford	300
1 Kilrush	300	1 Wexford	300
2 Leith	200 and 300	1 Whitehaven	500
1 Littlehampton	500	2 Workington	200 and 400
1 Liverpool ..	600		

TABLES OF FEES

*Allowed to be taken by Consuls General and Consuls,
by Act 6, Geo. IV., c. 87.*

	Dollars.
Certificate of due landing of goods exported from the United Kingdom,	2
Signature to ship's manifest	2
Certificate of origin, when required	2
Bill of health, when required	2
Signature of muster roll, when required	2
Attestation of a signature, when required	1
Administering an oath, when required	$\frac{1}{2}$
Seal of office, and signature to any other document not specified herein, when required	1

TABLE B.

Bottomry or arbitration bond	2
Noting a protest	1
Order of survey	2
Extending a protest or survey	1
Registrations	1
Visa of passport	$\frac{1}{2}$
Valuation of goods	1 per cent.

Attending sales, $\frac{1}{2}$ per cent. where there has been a charge for valuing; otherwise, 1 per cent.

Attendance out of consular office, at a shipwreck, 5 dollars per diem for his personal expenses, over and above his travelling expenses.

Ditto on opening a will, 5 dollars.

Management of property of British subjects dying intestate, $2\frac{1}{2}$ per cent.

The dollars mentioned in the preceding tables are in all cases to be paid by the delivery of dollars, each of which is to be of the value of 4s. 6d. sterling, and no more, according to the rate of exchange prevailing at the place where such payment is made.

LONDON PRINTED RATES OF FREIGHT.

*Hemp (from Petersburg) outshot, to pay $\frac{1}{2}$; half clean, $\frac{1}{4}$; codilla, $\frac{1}{2}$ more than the freight of clean hemp.

*Hemp (from Riga) outshot, to pay $\frac{1}{2}$; pass, $\frac{1}{4}$; codilla, $\frac{1}{2}$ more than the freight of Rhine hemp. Polish and Rhine hemp on the same footing.

Flax, in all cases, the same freight as hemp.

†Tallow to pay $\frac{1}{4}$ the freight of clean hemp on the gross weight.

Ashes, to pay $\frac{1}{2}$ the freight of clean hemp on the gross weight.

Bristles and tanned hides, $\frac{3}{4}$ the freight of clean hemp, per ton of 44 poods, gross.

Dried hides, to pay $\frac{3}{4}$ more than the freight of clean hemp, per ton, gross.

Wet or salted hides, to pay $\frac{3}{4}$ the freight of clean hemp, per ton, gross.

Hare skins, to pay the same freight as clean hemp, per ton of 3500 skins.

Isinglass (in bales), to pay the same freight as clean hemp, per ton of 44 poods, gross.

— (in casks), to pay $\frac{1}{2}$ more than clean hemp, per ton of 44 poods, gross.

Bees' wax (in mats), to pay $\frac{1}{4}$ the freight of clean hemp, per ton of 63 poods, gross.

— (in casks), to pay the same freight as clean hemp, per ton of 63 poods, gross.

Wool, to pay double the freight of clean hemp, per ton of 63 poods, gross.

Manufact. horse hair, to pay double the freight of clean hemp, per ton of 44 poods, gr.

Horse Manes, to pay $\frac{1}{2}$ more than the freight of clean hemp, per ton, of 44 poods, gr.

Horse tails, to pay the same freight as clean hemp, per ton of 44 poods, gross.

Feathers, to pay the same freight as codilla hemp, per ton of 44 poods, gross.

Linens, 80 pieces flemish

— 90 do. ravenbucks

— 120 do. drillings

— 80 do. narrow, of 1 ell }

— 40 do. broad, of 2 ells }

— 6000 archeans, broad diaper, linens, or crash.....

— 8000 do. narrow linen, diaper, or huckabak.....

— 60 do. sail cloth

Equal to $\frac{1}{3}$ of a ton
of clean hemp.

Grain, wheat, 97 imperial quarters, equal to 10 tons of clean hemp.

— peas, beans, and tares, to pay 10 per cent. more than the freight of wheat.

— rye, to pay $7\frac{1}{2}$ per cent.

— linseed, to pay 10 "

— barley, to pay 15 "

— oats, to pay $22\frac{1}{2}$ "

— sowing linseed, 12 barrels, in casks } equal to 1 ton of Rhine hemp.

— " 24 do. in bulk }

Wood, not to be considered as coming under the denomination of stowage goods.

† deals, 120 pieces Petersburg standard, equal to 3 loads of timber.

— wainscot logs to pay $\frac{1}{2}$ more than the freight of fir timber, per load of 50 cubic feet, custom-house calliper measure.

* Outshot should be 1-10th, half clean, 3-10ths, codilla, 7-10ths, wool, compressed, 9-10ths more than clean hemp; and wool, uncompressed, 125 per cent. more, or $2\frac{1}{2}$ times the rate of clean hemp, all per ton of 20 cwt. English.

† $18\frac{1}{2}$ per cent. out of proportion, and against the ship.

† The deals 10 per cent. more wood than 3 loads of timber, besides extra dimensions and number of pieces.

Wood, half logs, for broken stowage, to pay $\frac{3}{4}$ the freight of whole logs.

§— round masts, 33 feet girth measure, equal to 1 load of fir timber of 50 feet custom-house calliper measure.

— staves (as cargo), 1 mille of running pipe equal to 20 loads of fir timber.

— deal ends (for broken stowage), to pay $\frac{3}{4}$ freight of deals.

— lathwood (for broken stowage), 1 fathom of 4 feet, equal to 1 load of timber

Mats (from Archangel), to pay 5 per cent. less than the freight of bemp, for any quantity not exceeding $\frac{1}{2}$ part of the ship's cargo, reckoning 400 pieces of double, and 500 pieces of single, to 1 ton.

Pitch and tar, 100 barrels, equal to 97 quarters wheat, imperial measure.

RECOMMENDED BY THE GENERAL SHIPOWNERS' SOCIETY, LONDON.

Wheat from the Black Sea to pay $7\frac{1}{2}$ per cent. more than the rate in the tables.

Linseed from the Black Sea to pay 5 per cent. more than the rate in the tables.

All grain in mats to pay $7\frac{1}{2}$ per cent. more than in bulk.

All grain in linen bags to pay 5 per cent. more than in bulk.

Mats exceeding the proportion of 5 tons of 400 double or 500 single mats to every 100 tons register, to pay 20 per cent. more than the rate in the tables to the extent of $\frac{1}{4}$ of the cargo. Any larger proportion to be subject to a special agreement.

Wainscot logs, shipped as cargo, to pay 30 per cent. more freight than fir timber, per load of 50 cubic feet, custom-house calliper measure.

Broken stowage.—A fathom of 4 feet lathwood to pay freight equal to 1 load fir timber; deal ends, two-thirds. The freight of deals, staves, and other broken stowage, to be subject to a special agreement.

§ (Masts).—The girth measure is abolished, and the true content taken by calliper, which is in favour of the ship, viz.—Multiply the diameter by itself in inches, and that product by the length in feet, and divide by 183 for the cubic content, custom-house measure.—(Diameter, in inches, to be taken at the middle of the mast).

NAMES OF THE SURVEYORS TO LLOYD'S.

The Surveyors at the following Ports are not the exclusive Servants of the Society.

Aberdeen, with Peterhead and Wick,

Richard Robertson.

Aberystwith, William Julian, jun.

Banff, James M'Donald,

Barmouth, Portmadoc, and Aberdovey,
John Jones.

Barnstaple and Bideford, James Bowen.

Beaumaris and Bangor, John Parry.

Belfast, George M'Kibbin.

Berwick-upon-Tweed, Holy Island, and

Bamburgh, W. Crow.

Blythe, with Hartley, Thomas Gibson.

Cardiff, J. H. Riches.

Cardigan, with New Quay, Aberayron,
and Llandewey, L. Davies.

Cork, with Cove and Kinsale, G. Wright.

Cowes, George Spain.

Dartmouth, with Salcombe and Brizham,
William Newman.

Dublin, Kingstown, and Drogheda, Robert Morton.

Dundee, David Crighton.

Falmouth, with Padstow, Wm. Broad.

Galway, Henry Townsend.

Gloucester, J. G. Francillon.

Guernsey, Peter Collas.

Ipswich and Harwich, W. R. Mulley.

Jersey, William Ranwell.

Limerick,

Llanelly, Al. Weir.

Lynn, William Garland.

Milford, with Pembroke, D. Vaughan.

Montrose, Alex. Young.

Newport, Monmouthshire, H. Haynes.

Newry, Carlingford, and Dundalk, Leonard Watson.

Penzance, St. Ives, and Helston, W. D. Matthews.

Plymouth, William Bennet Cuming.

Poole, John Oldis

Portsmouth, Little Hampton, and Southampton, John Oakshott.

Ramsgate and Margate, Edward Hodges.

Scarborough, with Bridlington, W. Wear.

Scilly Isles, Hugh Tregarthen.

Shoreham, with Newhaven, Thos. Guillaume.

Sligo, W. Pollexfen.

Stockton and Hartlepool, Ralph Hudson.

Swansea, with Neath, John Richardson.

Teignmouth, & Torquay, S. Cockings.

Topsham and Exeter, John Holman.

Waterford, William D. Price.

Wexford, Mark Devereux.

Weymouth, with Bridport, Robert Gray.

Whitby, Thomas Jackson.

Yarmouth, George Garson.

Youghal, Thomas Flynn.

The Surveyors, at the following Ports are altogether the Servants of the Society, and are not permitted to engage in any other business or employment whatsoever.

Bristol, with Newport, Chepstow, and the River Wye, James Wood.
Glasgow, Greenock, and the Ports in the Clyde, John Barr Cumming.
Hull, Gainsbro', Goole, Selby, Thorn, and Grimsby, James Martin.
Leith, and Ports in the Frith of Forth, Walter Paton.
Liverpool, Chester, and River Dee, Wm. Pope, Robt. Hamilton, Geo. Winram.

London, Geo. Bayley, Peter Courtenay, Nathaniel Middleton and J. H. Ritchie.
Newcastle, with North and South Shields, Matthew Poppelwell.
Sunderland, John Brunton, Thomas Boyes Simey.
Whitehaven, Workington, Maryport, and Harrington, with Dumfries, and the Isle of Man, Robert Fowles.

Ships of the *First Description* of the *FIRST CLASS* are designated by the letter *A*. Under the existing rules, a ship of the highest character, classed for twelve years, may be continued four years longer; if then repaired for restoration, the period may be renewed for eight years; and this again may be extended three years;—thus making in the aggregate a period of twenty-seven years that a ship may now remain in the letter *A*, if the efficiency of her condition justifies it.

Ships of the *Second Description* of the *FIRST CLASS* are designated by the diphthong *Æ*. Those, however, of a superior character, being fit for the safe conveyance of dry and perishable goods to and from all parts of the world, are distinguished in red by an asterisk thus prefixed **Æ*. These Ships are especially liable to an annual survey.

Ships of the *SECOND CLASS*, being fit to carry cargoes not in their nature liable to sea damage (good timber ships, for example), are designated by the letter *E*.

Ships of the *THIRD CLASS*, being those deemed fit to be employed on short voyages (not out of Europe), and in the conveyance of cargoes not in their nature liable to sea damage, are designated by the letter *I*.

TABLE OF FEES.

TO BE CHARGED TO THE OWNERS OF SHIPS SURVEYED AND CLASSED.

For the First Entry and Classification of Ships built prior to 1835; for Registering Repairs after Survey; or change of Owners.

For each Ship under 150 tons, £0 10 0	300 tons and under 500 tons, ... £2 0 0
150 tons and under 300 1 0 0	500 tons and upwards, 3 0 0

For Entering and Classing Ships built since the year 1834, and for Entering and Classing Ships repaired for Restoration, or surveyed for Continuation.

For each ship under 100 tons, ... £1 0 0	For each ship of 300 tons and
100 tons and under 200, 2 0 0	under 400 tons, £4 0 0
200 „ „ 300, 3 0 0	400 tons and upwards, 5 0 0

For Re-classing Ships (except when repaired) whose Characters have been expunged.

For each Ship under 200 tons, 10s.; 200 tons and above, 20s.

For Special Surveys.—According to their nature, and the service performed.

Certificates of the Class assigned to Vessels.

For each Ship under 200 tons, 5s.; 200 tons and above, 10s.

The printed Rules of the Society, per set, 5s.

SURVEYORS TO THE LIVERPOOL REGISTER OF SHIPPING,

And the Ports to which they have been appointed.

Aberdeen, William Chiene.
Belfast, N. Fitzsimons.
Cork and Cove, W. P. White.
Dartmouth, John Bulley.
Dublin and Kingston, John Duniam.
Hull, Gainsbro', Goole, and Selby, Joseph Austick.
Jersey, J. Le Rossignol.
Limerick, John and Joseph Mullock.
London, James Carr.

Liverpool, Preston, Runcorn, Chester, and River Dee, Jabez Bayley and William Hazelden.
Milford and Pembroke, John Allen.
Newcastle, with North and South Shields, H. S. Straker.
Newport, Henry Haynes.
Sunderland, Charles Alcock.
Whitby, Alex. Robinson.
Yarmouth (Great), Matthew Butcher.

ADVERTISEMENTS.

MRS. TAYLOR'S

Nautical Academy and Navigation Warehouse,

104, MINORIES, LONDON,

(Under the Patronage of the Admiralty, East India House, and Trinity House,)

OFFERS every advantage to YOUNG MEN and OFFICERS in the NAVY and MERCHANT SERVICE, being conducted on an economical, and, at the same time, liberal system. The Academy is conducted by Gentlemen highly qualified for the important post, and every attention is paid to secure the regular attendance of the Pupils.

The following New and Improved Editions of Mrs. TAYLOR'S WORKS are just published :—

EPITOME OF NAVIGATION AND NAUTICAL ASTRONOMY.

HORARY AND LUNAR TABLES.

DIURNAL REGISTER for the BAROMETER, SYMPIESOMETER, &c., with a brief Account of the Instruments.

Mrs. TAYLOR merits high praise, and, we may add, national gratitude. She has removed the chief difficulties which obscured the science of Navigation.—*Liverpool Mail*.

We would recommend these Tables to Mariners, who will find that they give a very simple, easy, and accurate method of working the Lunar Problem.—*Metropolitan*.

JAMES DANIEL & CO.

Printers and Ship Brokers, Aberdeen, supply the following Articles,*Wholesale and Retail :—*

PRINTED Custom-house Bonds, all kinds. Log and Cargo Books, plain and printed. Disbursement Books. Muster-Roll Books and Sheets. Ruled Paper for Ship Accounts. Printed Forms of Seamen's Indentures, Paper and Parchment. Printed Bills of Sale or Venditions. Foreign and Coasting Articles, in Books and Sheets. Acts regarding Seamen's Fund, and Regulations regarding Agreements, with all the Printed Schedules required; 6d. each. Inventories of Ships' Stores. Ship-builders' Inventories. All the Printed Forms for making Custom-house Entries and Clearing Vessels at the Custom-house. Bills of Lading and Charter-Parties. Harrison's Freighter's Guide; 5s. Harrison's Coal Reckoner; 2s. Mrs. Taylor's Epitome of Navigation; 16s. Mrs. Taylor's Horary and Lunar Tables; 10s. 6d. Reid's Coaster's Guide, new edition; 6s. Reid's Pharos, or Description of the Light-houses; 3s. The Laws of Shipping and Insurance; 6s. Ellis's Navigation and Commerce; 12s. Lorimer's Letters to a Young Shipmaster; 5s. 6d. Naval Flags of all Nations; 5s. coloured. Bruce's Eminent Men of Aberdeen; 6s. for 3s. Bruce's Black Kalendar of Aberdeen (Second Edition); 2s. The Aberdeen, Dundee, Leith, and London Tide Tables; 1s. The Improved COASTER'S GUIDE and MARINE BOARD EXAMINATION for the East Coast of England and Scotland and the English Channel, containing the Questions, Remarks, and Instructions to Candidates for the Situations of Masters and Mates of Ships (Second Edition); 4s.

Just Published,

TABLES shewing the VALUE of BRITISH-AMERICAN or HALIFAX CURRENCY of any sum of EXCHANGE on LONDON, from 1s. to L.1000 sterling, in a Progressive Series of One Quarter per Cent., from Par to 12½ per Cent. above Par. Price 2s. 6d.

In the Press, and soon will be Published, the following Works by J. Daniel:

THE DIRECTORY to the PORT CHARGES of the UNITED KINGDOM, faithfully corrected by competent parties at the different places, up to the month of publication.

THE MERCHANT'S, SHIPOWNER'S, and SHIPMASTER'S DIRECTORY to the HARBOUR DUES on the Chief Articles of MERCHANDIZE IMPORTED and EXPORTED at all the Principal Ports of GREAT BRITAIN and IRELAND.

EDWARDS, ROGERS, & CO.

Newport, Monmouthshire,

SUCCESSORS TO THE OLD ESTABLISHED FIRM OF JOHN CORNER AND CO.

Ship & Insurance Brokers, Ship Chandlers, & Commission Agents,

(Mr. Edwards having been for many years the Managing Clerk of the late Firm, with which Mr. Rogers was also connected,)

BEG to return their sincere thanks for the liberal support they have experienced since their succession to the above business.

E. R. & Co. take this opportunity to state that the opening of the splendid **FLOATING DOCK**, with its very ample dimensions for the reception of vessels of large class, its Lock being 61 feet in width, 36 deep, and 220 feet long (conducted upon a low scale of charges), entirely supersedes the necessity for loading vessels aground, and the consequent danger of straining, &c.

E. R. & Co. also beg to observe that for facilitating the business of **FOREIGN VESSELS**, they have added a **FOREIGN CLERK** to their Establishment, whose knowledge of the **GERMAN, FRENCH, DUTCH, DANISH**, and other **LANGUAGES**, combined with unremitting attention to the interests of those who may favour them with their support, will, they flatter themselves, be found of great advantage to **Owners and Masters of Foreign Vessels**, &c.

E. R. & Co. beg also to state that they can supply **BONDED STORES, PROVISIONS**, &c., of every and the best description, upon the terms of the **Bristol Houses**. Also, every article in the **SHIP CHANDLERY** line that a Vessel may require.

Agents for the **Sunderland, Scarborough, Stockton, North and South Shields**, and other **Policies**.

Also Agents for the **STEAM TUGS**, where every information as to the charges, &c., may be obtained.

 **SPANISH CONSULATE OFFICE.**

NEWPORT, MONMOUTHSHIRE, August, 1844.

T. & C. LAWRENCE,

Grocers and Provision Merchants, Peterhead,

SUPPLY VESSELS going Foreign with **DUTY-FREE STORES.**

PETERHEAD, August, 1844.

THOMAS GEORGE,

General Shipping and Commercial Agent, and Notary Public, Harwich,

A GENT for the **INSURANCE CLUBS** of **KINCARDINE, LIMEKILNS, NEWCASTLE, HULL, SELBY, KNOTTINGLEY, BOSTON, &c.**

M. BUTCHER & SON,

Surveyors of Shipping and General Commission Agents,

KING STREET, GREAT YARMOUTH,

SPECIALLY appointed for the following **INSURANCE ASSOCIATIONS**, viz.:—**London, Sunderland, Shields, Newcastle, Hartlepool, Stockton, Lynn, Boston, Wisbeach, Hull, Goole, Selby, Thorn, Knottingley, Gainsbro', Grimsby, Bridlington, Whitby, Cardiff, Seilly, Poole, Dartmouth, Brixham, Plymouth, Bristol, Littlehampton, Southampton, Portsmouth, Weymouth, Aberdeen, Berwick, Kirkcaldy, Kincardine, Limekilns, Leith, Glasgow, Perth, Montrose, Arbroath, Dundee, Peterhead**, and sundry other **Private Insurance Associations**.

GEORGE PHILIP,

NO. 51, SOUTH CASTLE STREET, LIVERPOOL,

MAP AND CHART DEPOT,

Bookseller, Stationer, and Bookbinder.

Just published, price 6s. 6d., or 5s. without the Flag Maps, sent by Post, 1s. 2d. extra,

A NAUTICAL AND COMMERCIAL POCKET DICTIONARY AND DIALOGUE BOOK, for NAVIGATORS, MERCHANTS, and TRAVELLERS, in Eight Languages, viz. :—*English, French, Danish or Norwegian, German, Swedish, Dutch, Spanish, and Italian.* As also, **THE DENOMINATION OF THE PRINCIPAL ARTICLES OF MERCHANDIZE**, in Eleven Languages, viz. :—*English, French, Danish or Norwegian, German, Spanish, Italian, Swedish, Dutch, Portuguese, Russian, and Greek*, from the best sources. With Maps of the Flags of very Nation.

CONTENTS.

CHAP. I.—Numerals, from 1 to 1000. Days of the Week. Months. Holidays. Seasons. Elements. A number of Useful Words and Phrases. Measures. Weights. All the Points of the Compass. A number of Familiar Terms used at Sea.

II.—Dialogue with Pilots at and from Sea into Harbour. Names of Sails, Ship Furniture, &c.

III.—Dialogue 'twixt Captain, Broker, Quarantine Officer, Surgeon, &c. With the Names of Thirty different Diseases the Human Body is liable to; and the Names of the Principal Parts of the Body.

IV.—Dialogue 'twixt Captain and Custom-house Broker. With the Names of all kinds of Provisions, Groceries, Spirits, &c.

V. VI. and VII.—Nautical Dialogues, &c.

VIII.—Dialogue on arrival, after having received Damage, Shipwreck, Salvage, throwing Cargo Overboard, Repairing Vessel, Protesting, &c.

IX and X.—Dialogues, with Names of everything belonging to Ships, &c.

XI.—Dialogue 'twixt Captain and Consul, &c.

XII.—Dialogue, Captain with Merchant, Innkeeper, Tradesmen, &c.

XIII.—Directions for using the Dictionary as a SIGNAL BOOK AT SEA. With Examples.

XIV.—Dictionary of every Article of Merchandize Imported, in *Eleven* different Languages, arranged *Alphabetically*—pages 146 to 185.

XV.—Remarks and Directions regarding the Flags.

XVI.—Tables of Foreign Weights, Measures, &c.

London: Mrs. TAYLOR, 104, Minories. Aberdeen: JAMES DANIEL & Co.

ALEXANDER HOWDEN,
102, LEADENHALL STREET, LONDON,
Ship and Insurance Broker and Agent.

JOSEPH BROWN & SON,
25, BUTE STREET, CARDIFF,
Ship Brokers, Insurance, Customs, and General Agents,
CONSULATE OFFICE FOR THE KINGDOMS OF DENMARK, NORWAY, SWEDEN,
AND RUSSIA.

BIBLIOTECA CENTRAL

A-38-8º

-204-

80

INSTITUT
D'ESTUDIS CATALANS

BIBLIOTECA DE CATALUNYA

Núm. 50 853

Armari

Prestatge

BIB

